

A VISION. A PLAN. A COURSE.



**COMPASS
BLUEPRINT**
new directions for growth

2008 RTP

Plans and Programs
Technical Advisory Committee
October 15th, 2007

Scenario History

1. Baseline

Outward growth trends

2. 2004 RTP

Outward growth and focus on Centers and Corridors

3. Workshop

Subregional Input –
General Plans

4. Envision

Heavy reliance on
Centers and Transit

5. Plan

Combination – Centers, Transit
and Subregional Input

Policy Directions

1. Identify special regional strategic areas for infill and investment:

- Transit Oriented Development
- Existing/Emerging Centers
- Small mixed use areas

Policy Directions

2. Structure the plan on a 3-tiered system of centers development

- Existing
- Planned
- Potential



Policy Directions

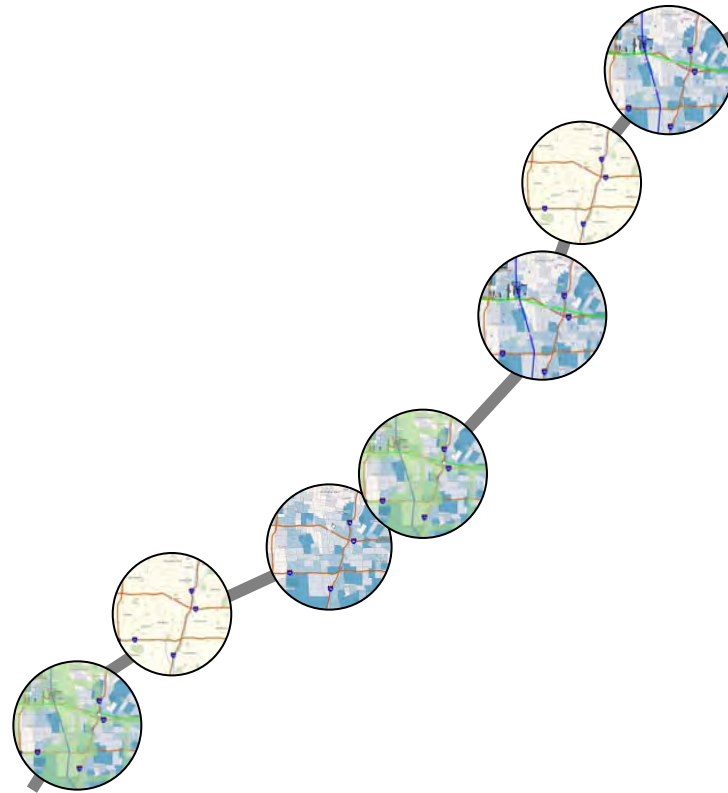
3. Develop “complete communities” -

Places where most daily needs can be met within a short distance of home



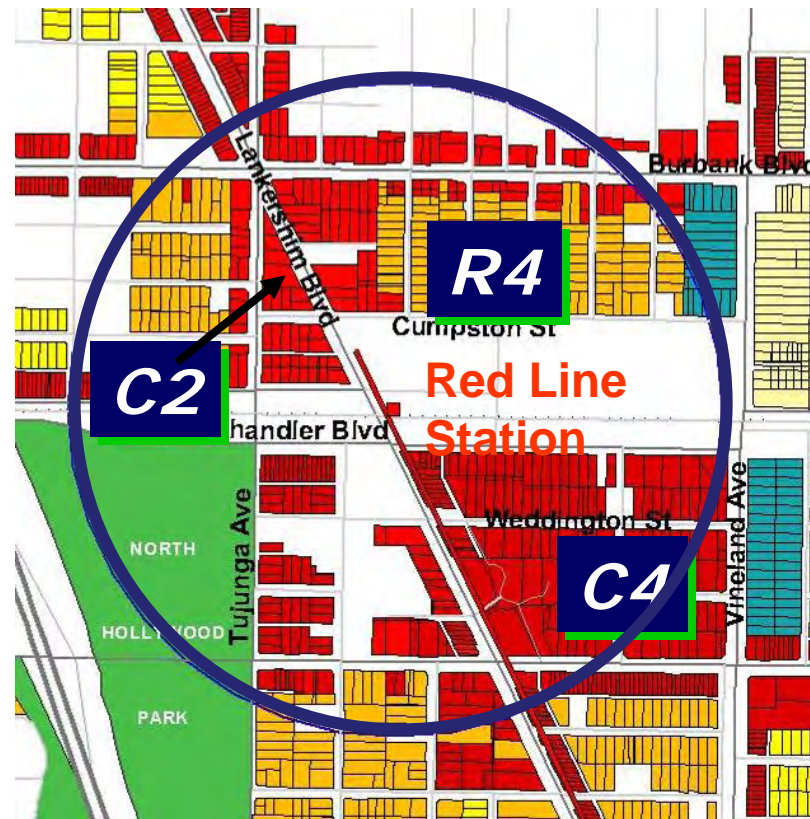
Policy Directions

4. Plan comprehensively for development of nodes on a corridor



Policy Directions

5. Plan for a changing demand in types of housing; explore additional growth potential



Policy Directions

- 6. Continue to protect stable existing single family areas and plan for less dense development in outlying areas**



Policy Directions

7. Plan for additional housing and jobs within reach of transit network



Focus growth and change in the most beneficial places

Key Components – Mixed Use Centers:
Existing – Planned - Potential



Downtown El Centro Project SHAPE Conceptual Illustration

April 16th
Workshop Results

DRAFT - April 18th 2007

LEGEND

-  Main Shopping and Entertainment
-  Critical Connections
-  Streetscape Improvements
-  Pedestrian Connections
-  Critical Intersections

Land Uses

-  Mixed-Use
-  Commercial
-  Employment
-  Residential
-  Open Space & Parks
-  Civic
-  Publicly Owned Surplus Parking
-  Parking Structure





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4th and Main Street today - The eastern gateway to downtown



Wider sidewalks

Painted crosswalks

Landscaping

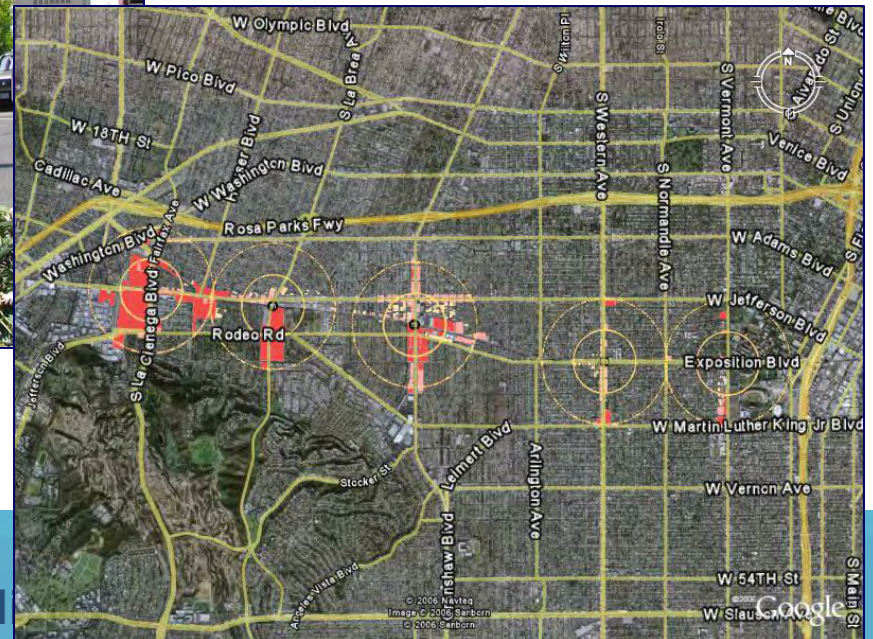




Working with the Market

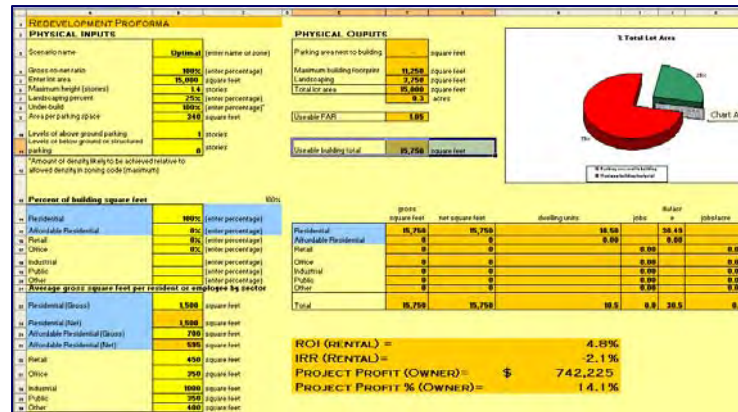


**Strong Market Forces
will be expressed as a
demand for infill in
desirable places**



Remove Obstacles to Infill

Design codes to permit expected and desired development – with financial feasibility in mind





Reality Check Findings

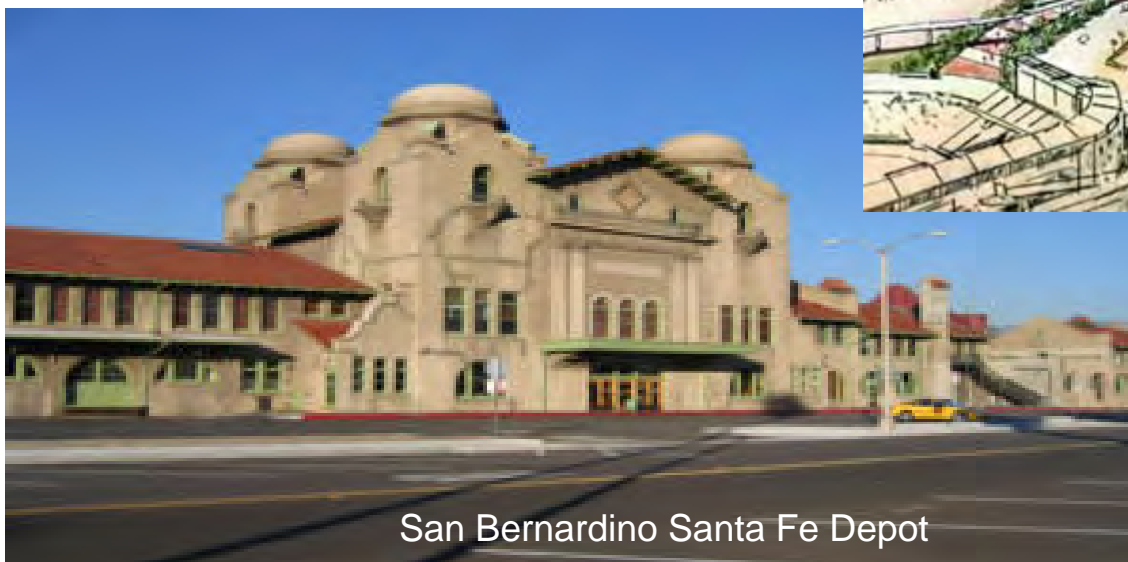
Transit Centers



Riverside Metrolink Station



Anaheim Regional
Transportation
Intermodal Center
(ARTIC)



San Bernardino Santa Fe Depot

Transit Centers

Reality Check Findings

Transit Center TODs

Cities are focusing their highest job and housing densities in centers and along key corridors

Employment Densities jobs per gross acre

HIGH 69.57 Riverside City Center

LOW 7.28 Long Beach 405 Corridor

Housing Densities (DUs/acre)

250 Long Beach Downtown Area 3

100 Long Beach 405 Corridor Station Area 1

100 Long Beach Midtown Area 2

100 Platinum Triangle

60 Anaheim Canyon

60 Riverside City Center Area 2

60 Riverside 91 Corridor Area 3

60 San Bernardino 215 Corridor Area 2

58 Burbank City Center

39 Oxnard Town Center

Urban To Rural Transition

**Ventura
County**



Focus low net density toward
outlying areas
Increase open space protection
Low density development
Cluster development



Cluster Development,
Southern California Association of Governments
Prairie Crossing Illinois

PROPOSED CHANGES TO THE NEW MODEL COLONY GENERAL PLAN: A CLOSER LOOK AT THE VINEYARD/EDISON TOWN CENTER



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Southern C

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Ontario



Ontario



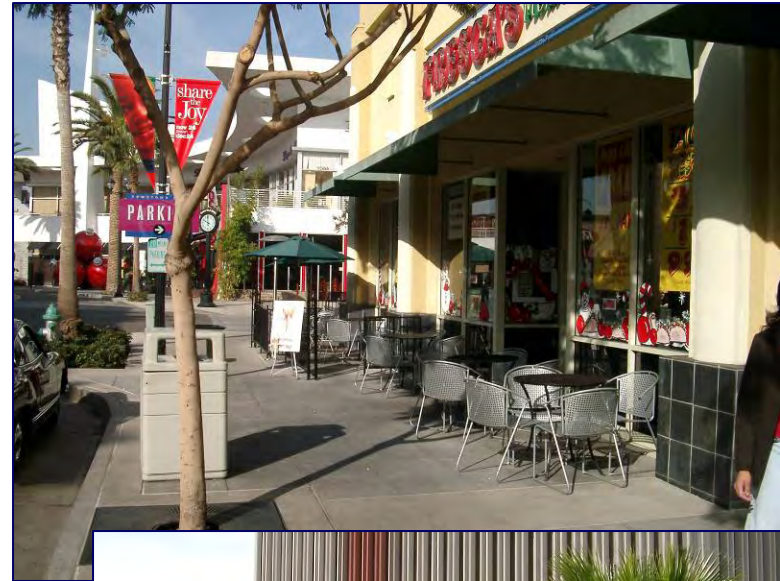
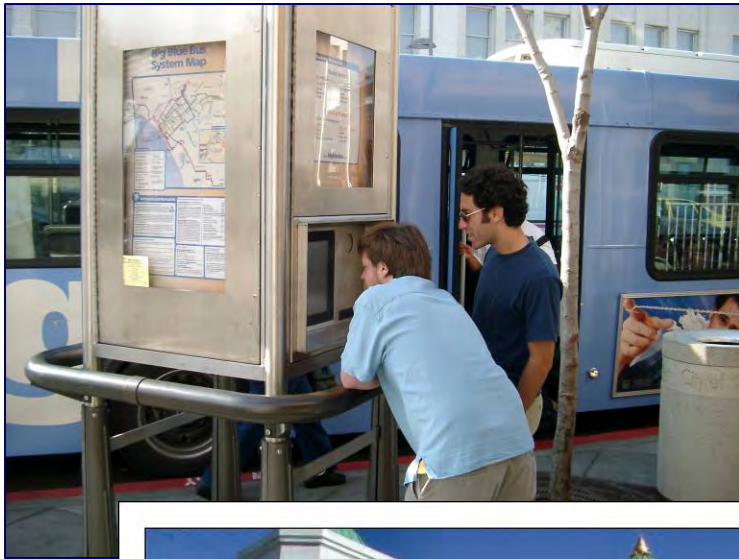
Ontario



Ontario



Recognizing the Importance of Walkable Places



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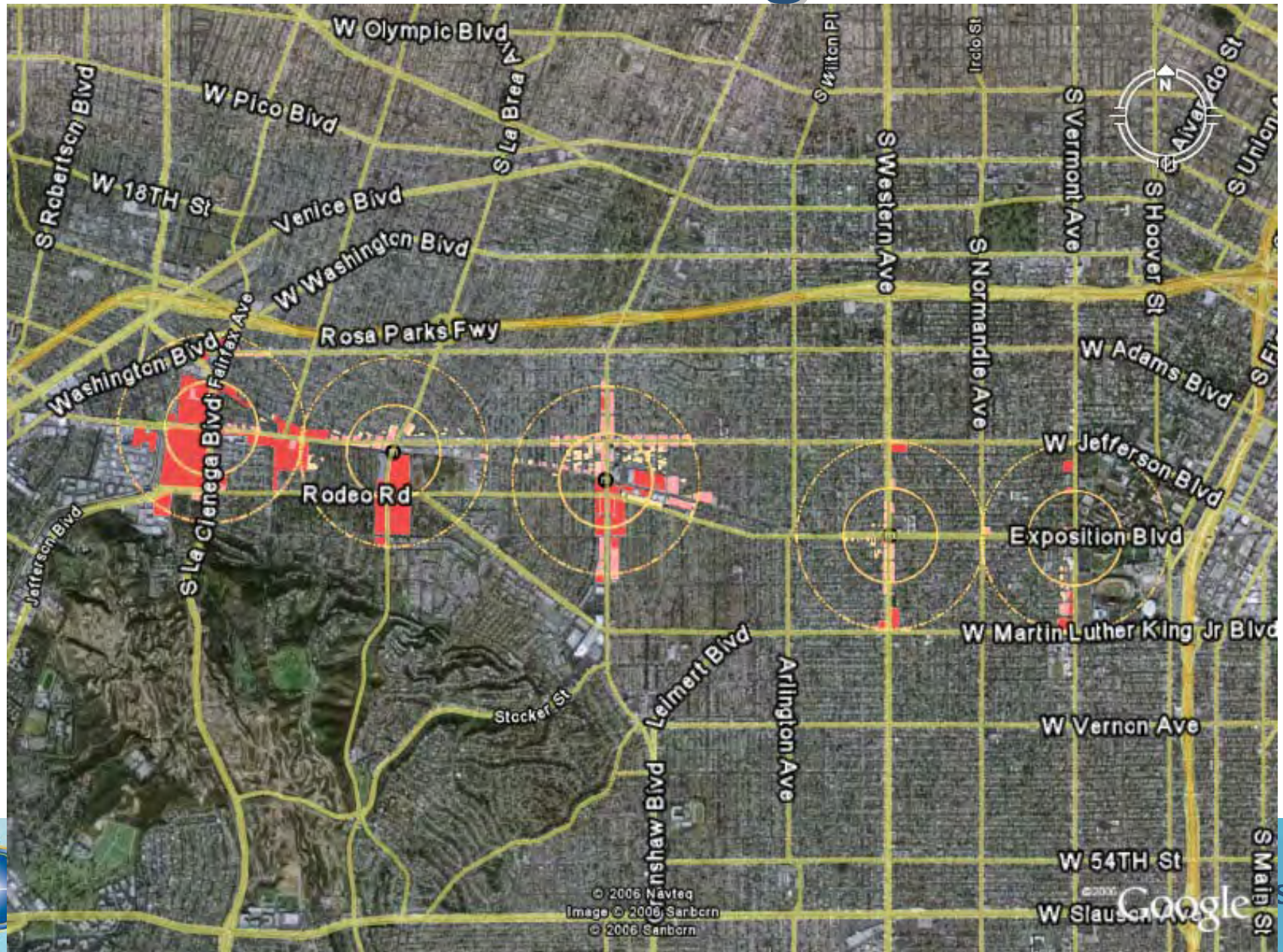
Southern California

La Cienega

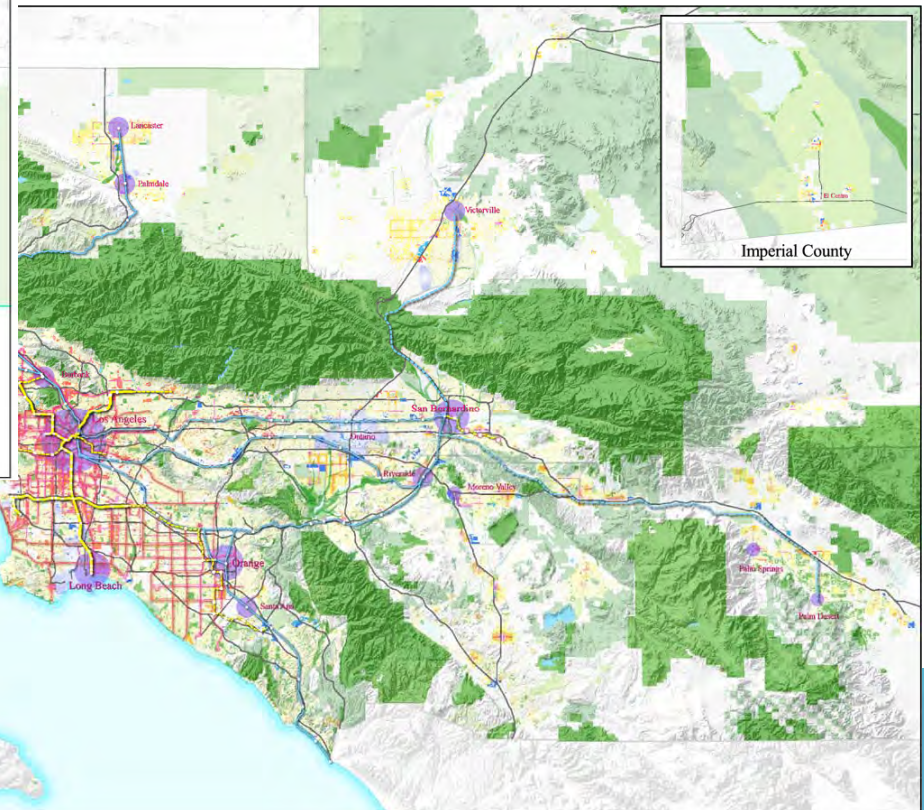
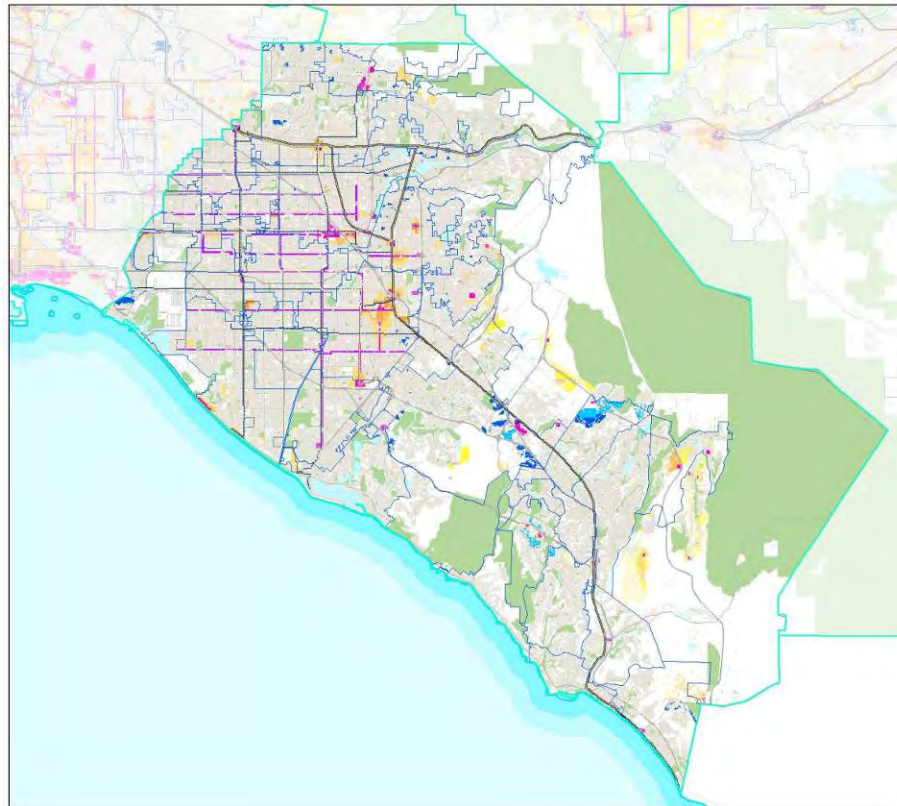
Urban Design Concepts
Making the area more pedestrian friendly will be key.



La Cienega



Building the Plan - Subregional Workshops



Regional Growth Vision

- Existing Light Rail/Busway
- Proposed Light Rail/Busway
- Existing Commuter Rail
- Proposed Commuter Rail
- Existing Rapid Bus
- Proposed Rapid Bus
- Freeways
- Regional Center
- Town Center
- New Development
- Industrial Centers
- Open Space
- Infill



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Building the Plan - Subregional Workshop Input

- Small groups will discuss the Land Use
- They will make changes writing on the map and using a written record
- Facilitator will record changes



Description Map Revisions for 2035 Subregion _____ page _____	
Location or Sticker with # (Intersection or boundaries from streets or natural features)	Map Revision

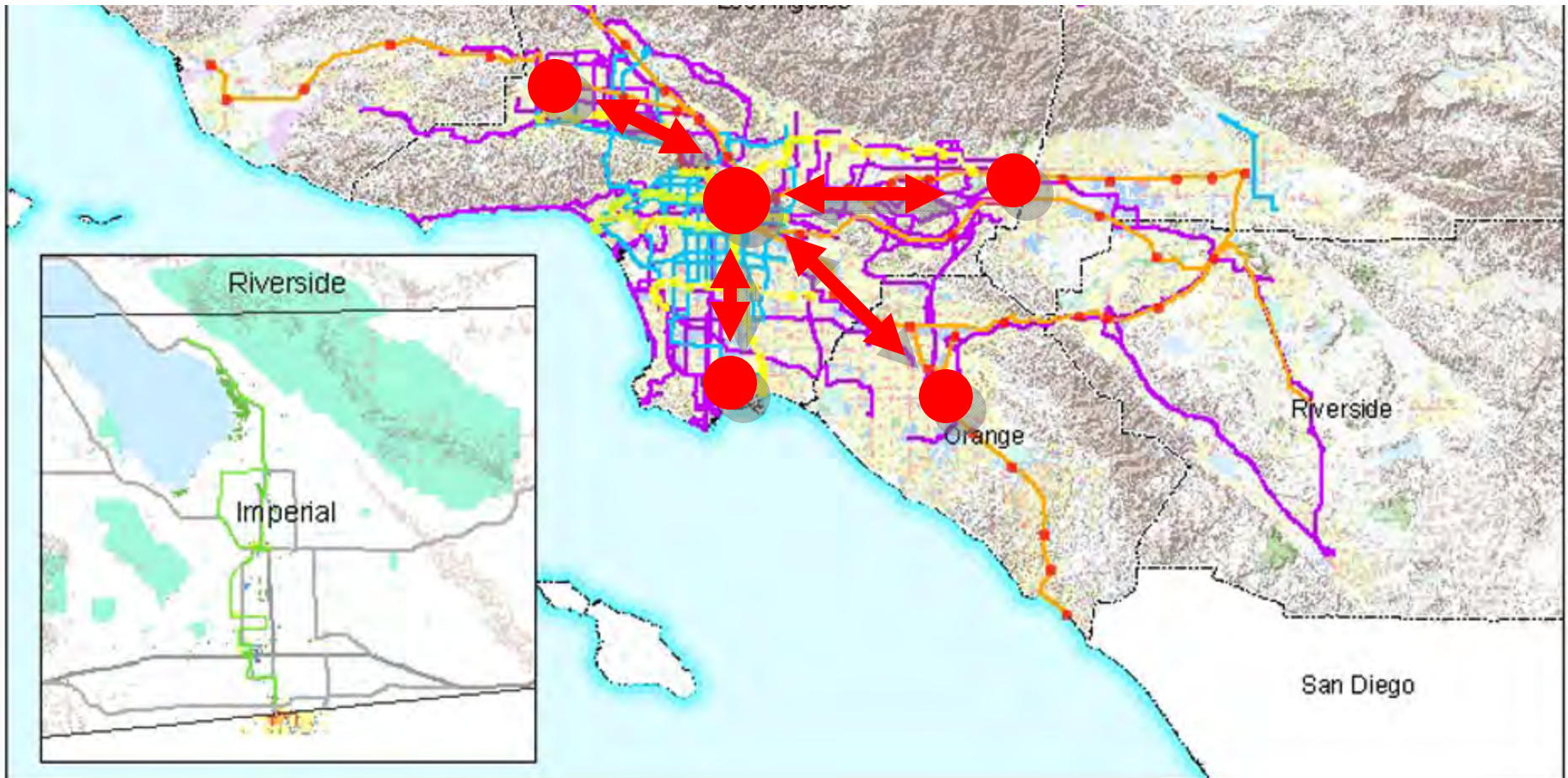


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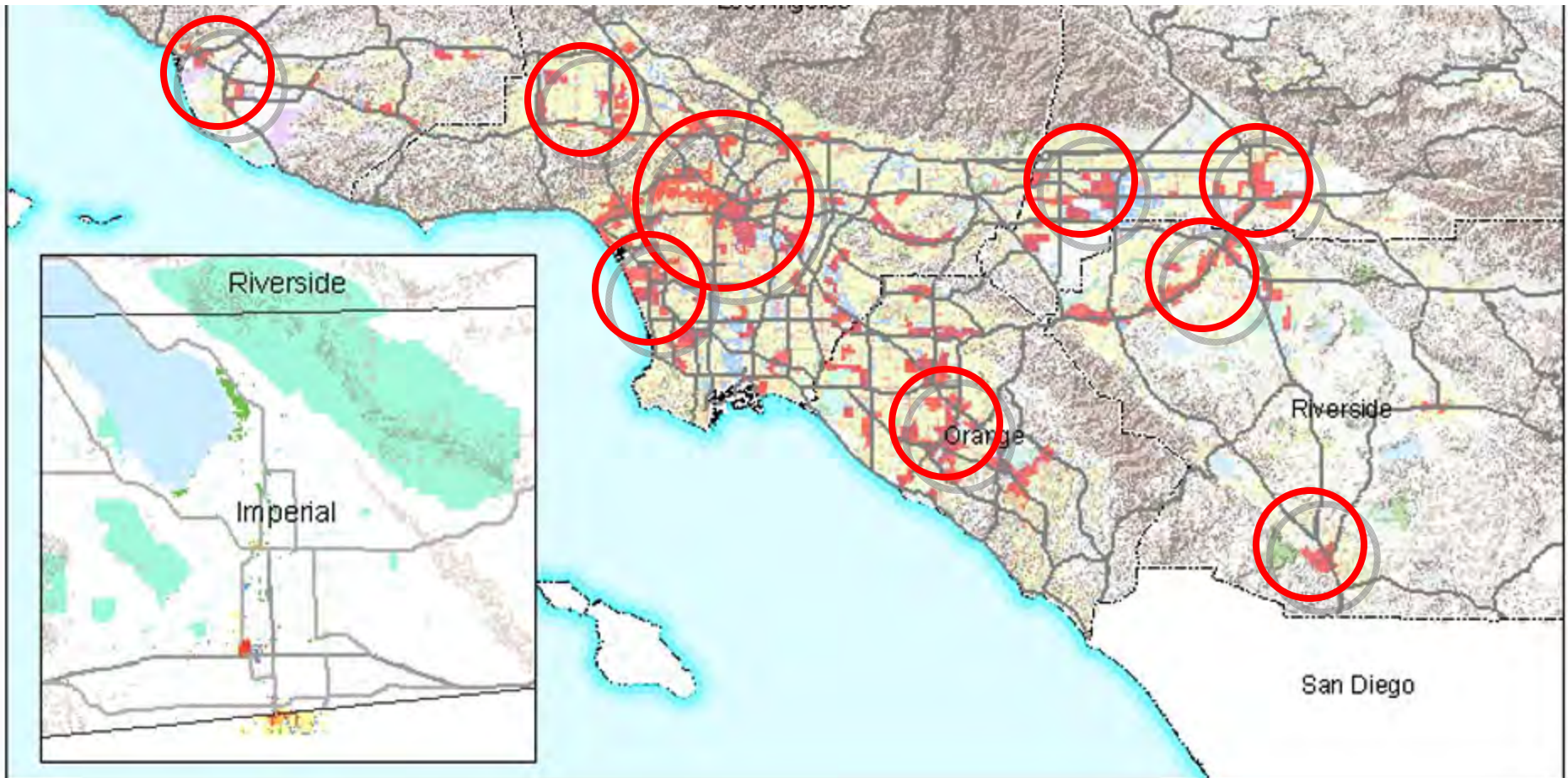
Building the Plan - Regional Transit

Focus growth into transit station
areas and major transit centers



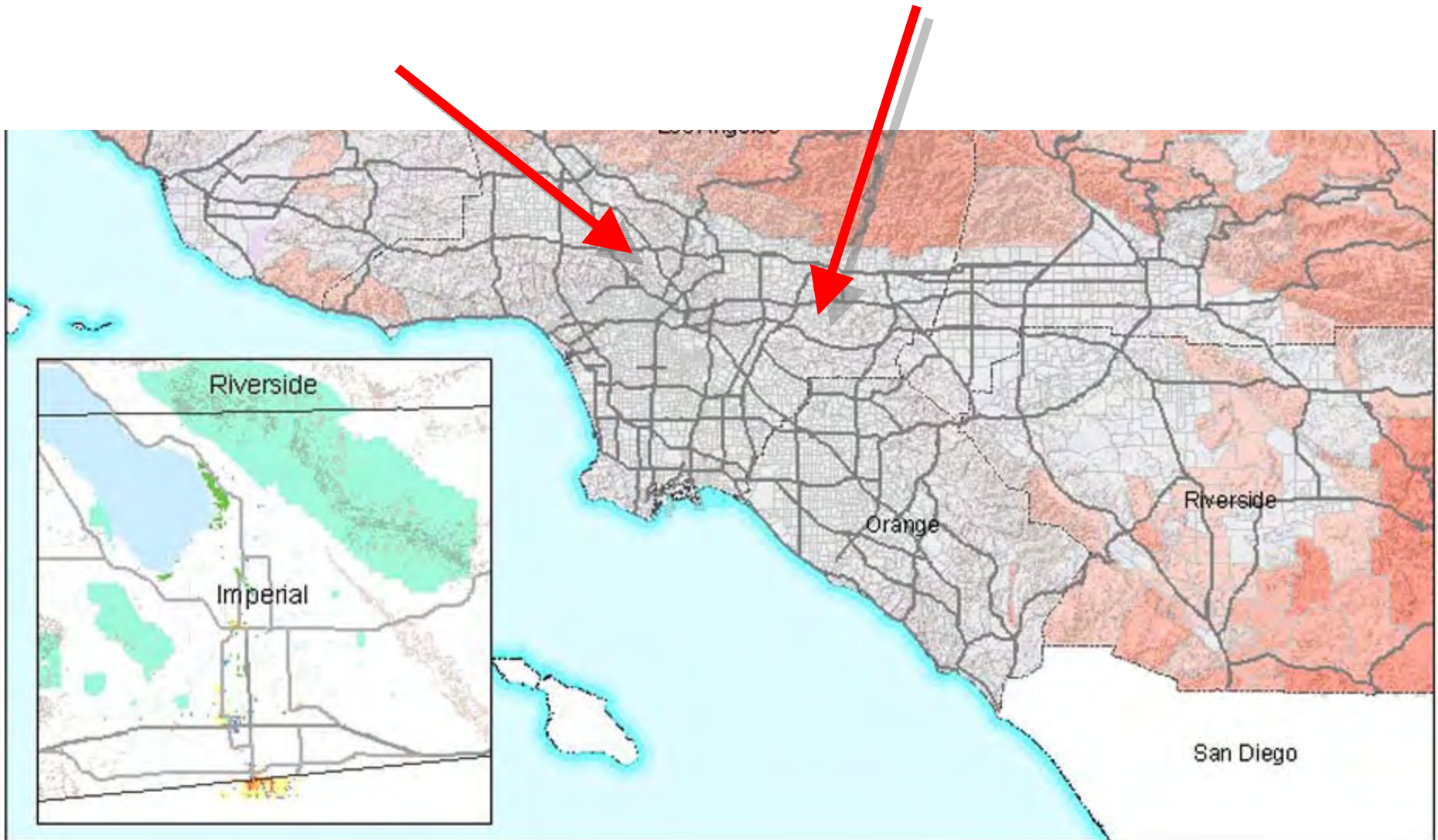
Building the Plan - Regional Employment Zones

Focus employment into major employment centers



Building the Plan - Regional Commute Times

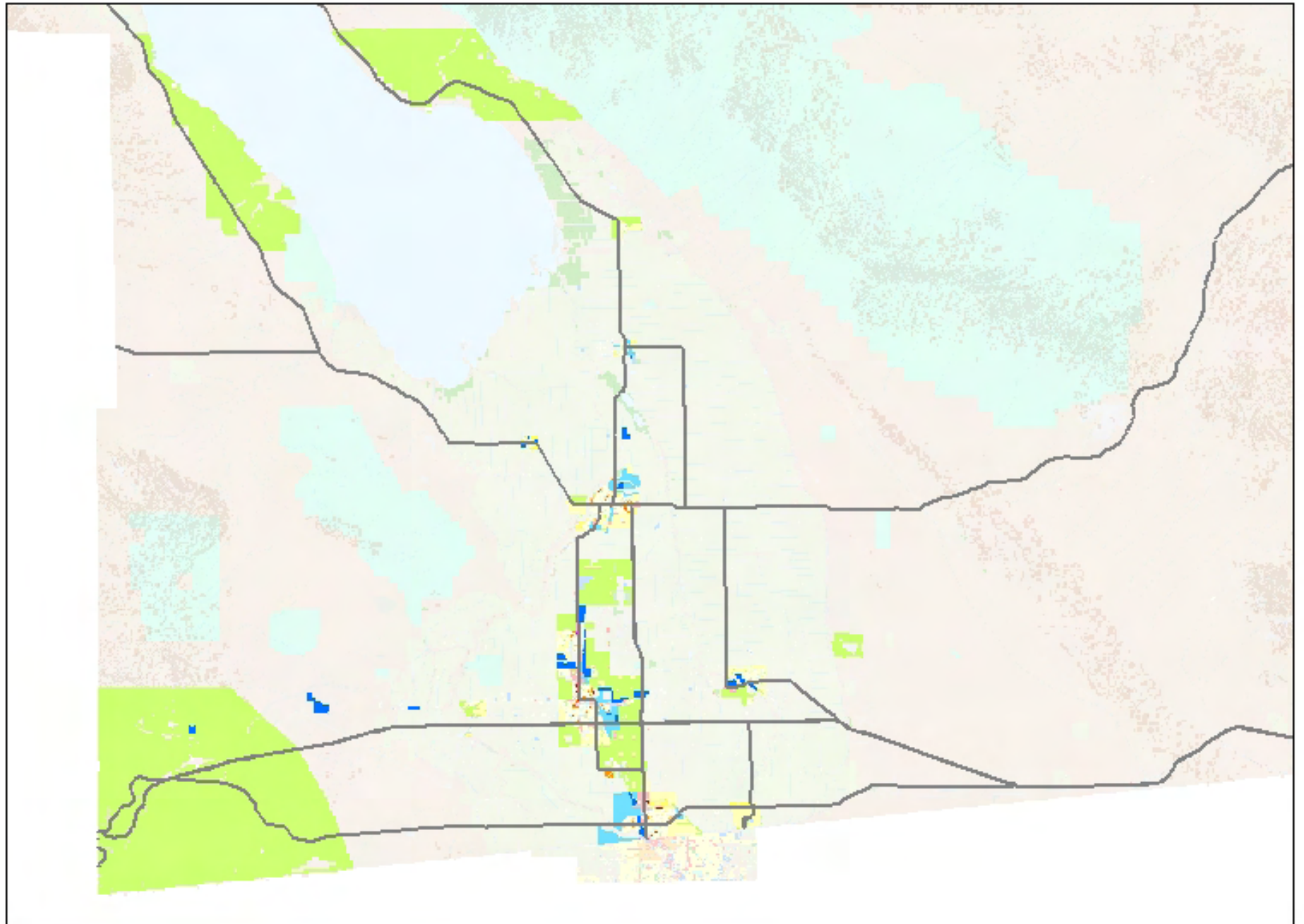
Focus growth away from areas with long commute times



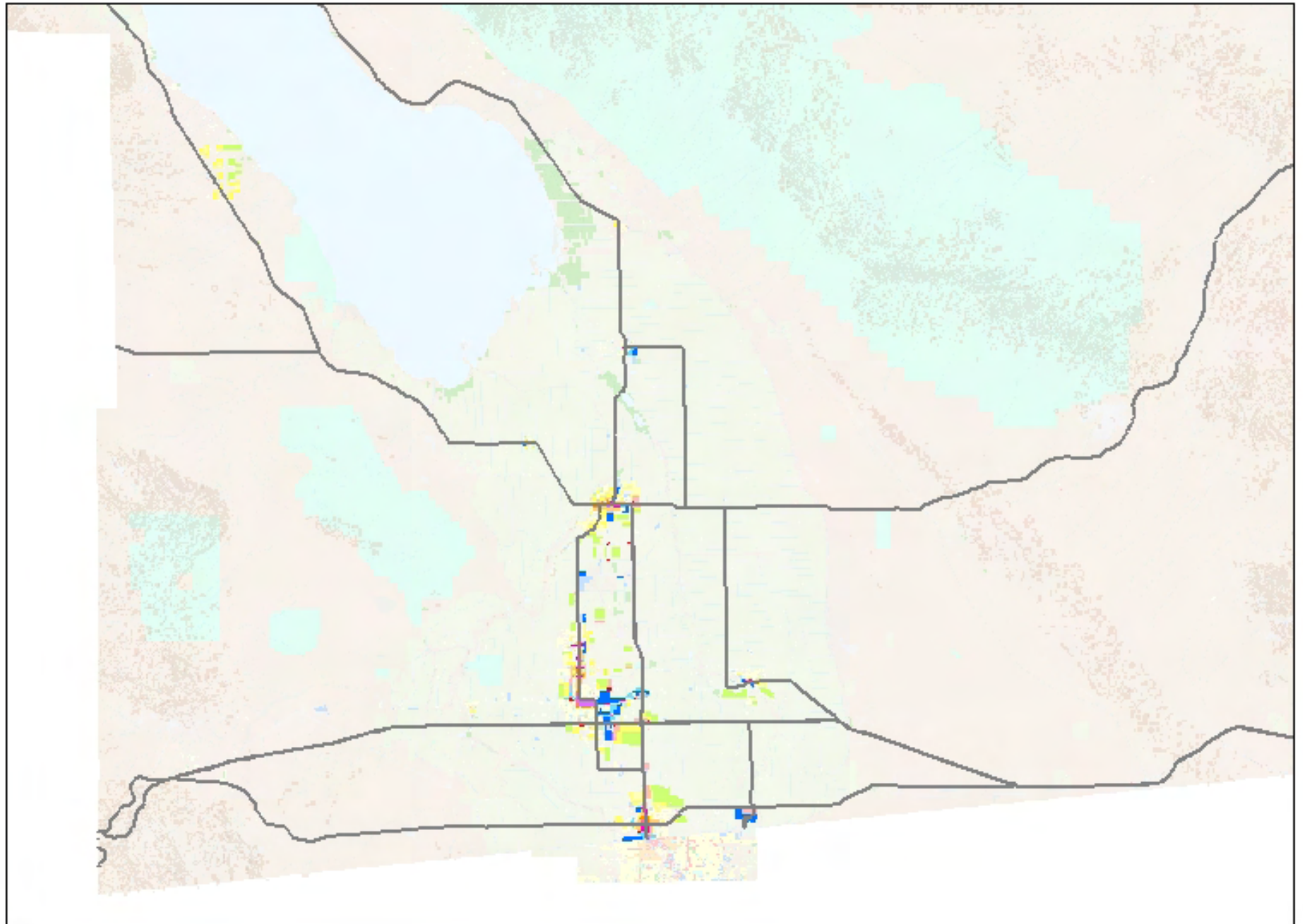
Building the Plan

- **Improve the localized job/housing balance**
- **Increasing ridership by focusing growth to transit**
- **Decreasing new single-family housing and increasing mixed use housing**
- **Reaffirm low/no growth in stable Single Family areas**
- **Scale back outlying, separate use commercial or residential development**
- **Reduce very high density development types from non-transit or Center areas**

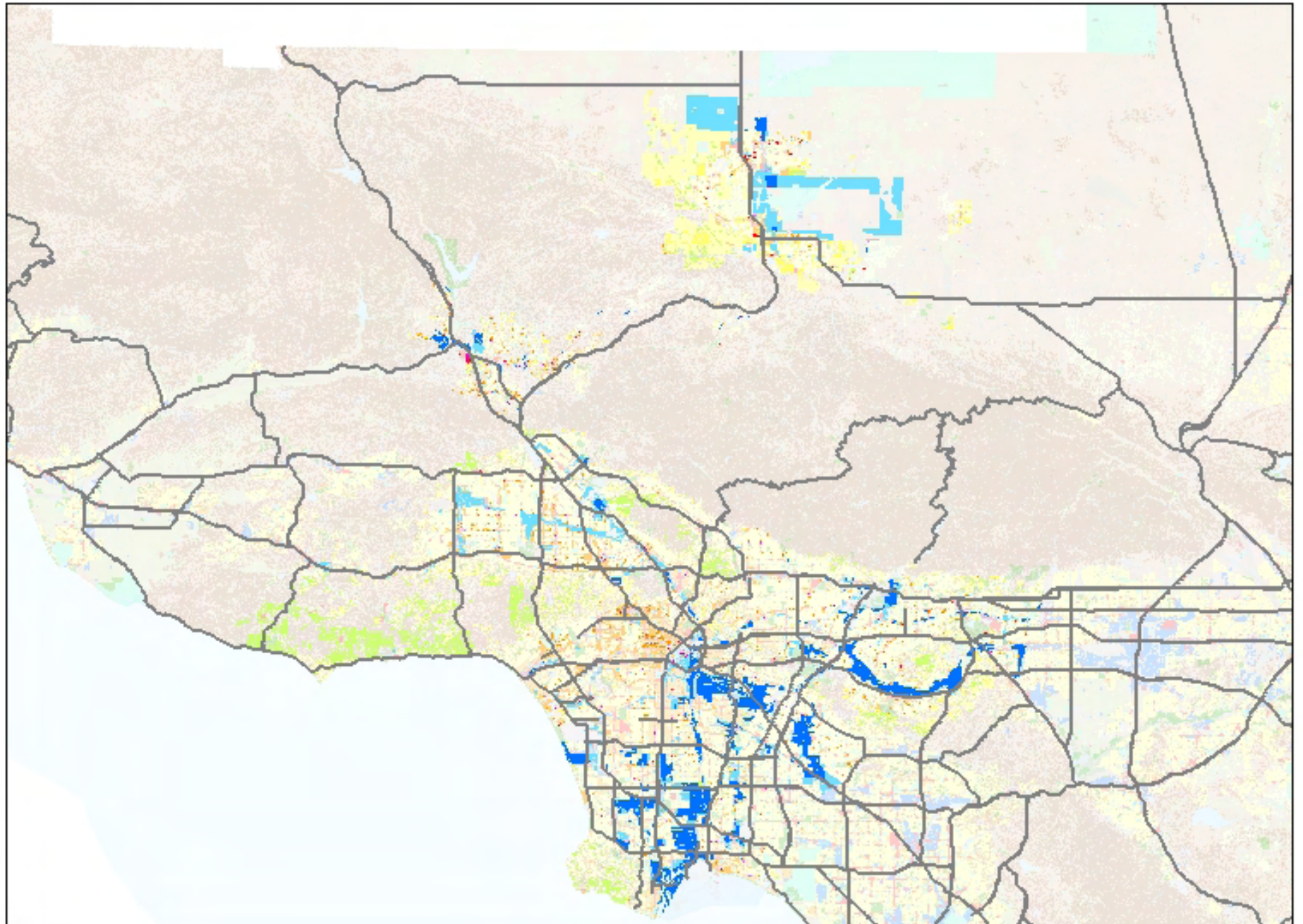
Baseline Scenario



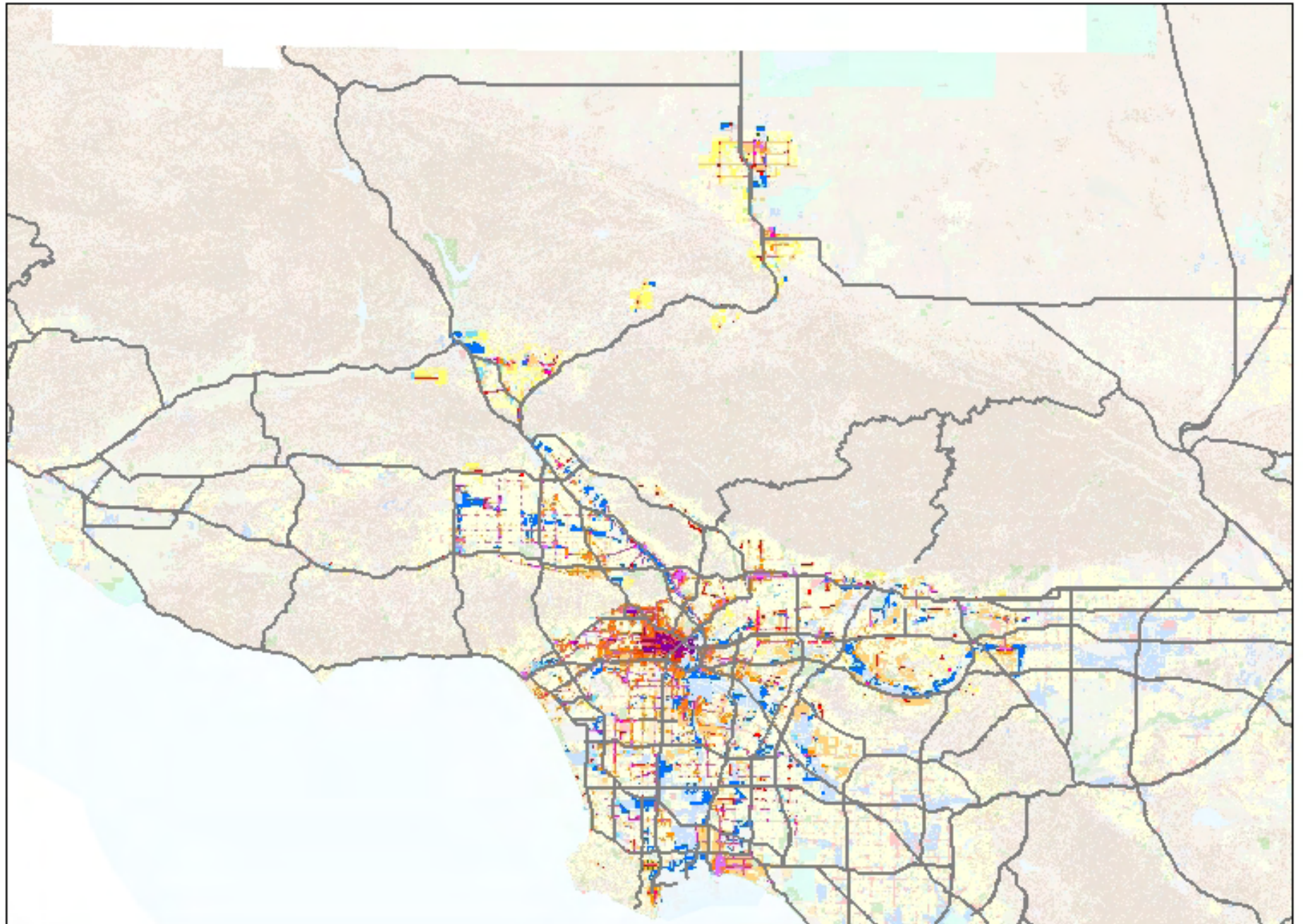
Plan - Imperial



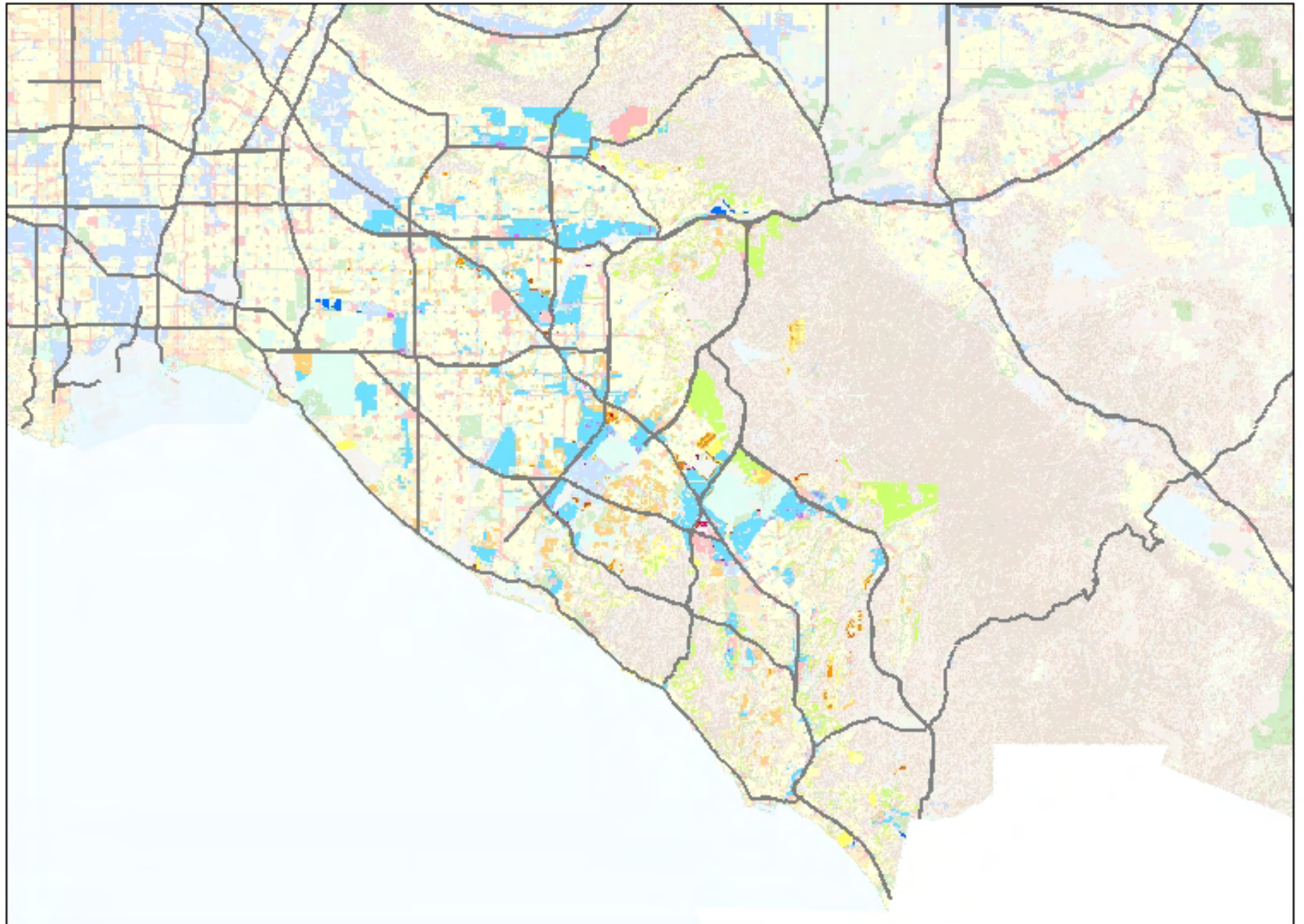
Baseline Scenario



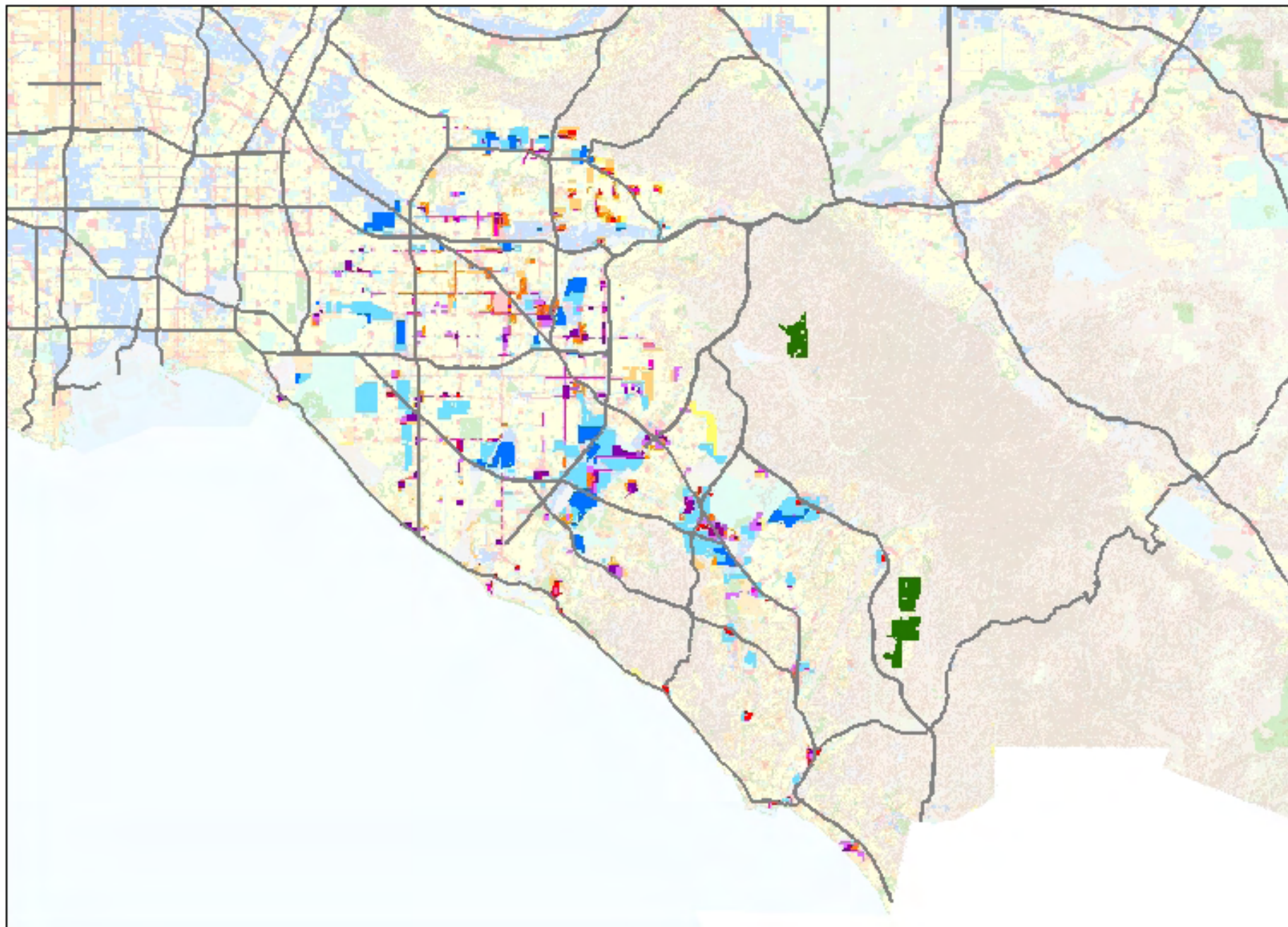
Plan



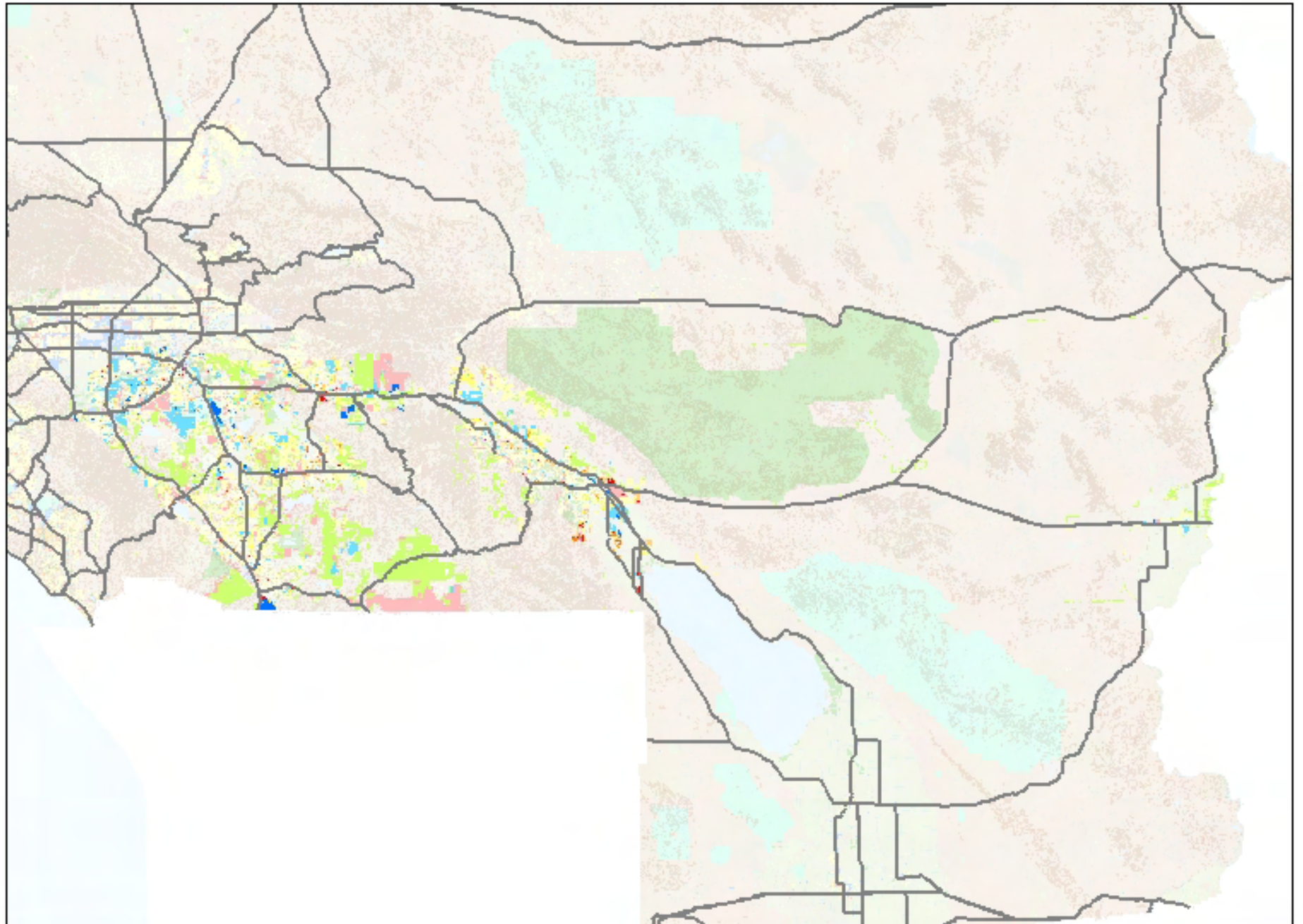
Baseline Scenario



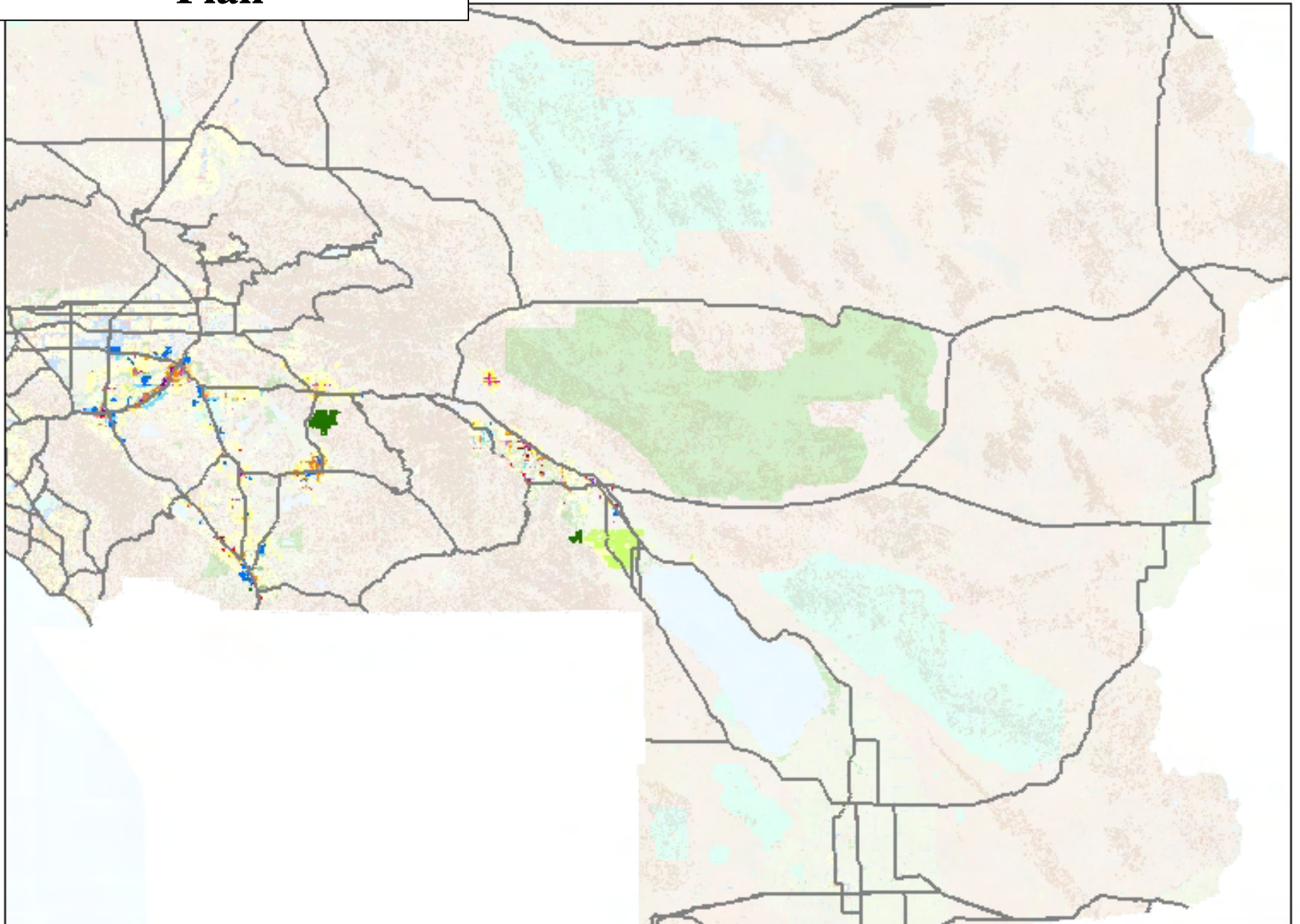
Plan



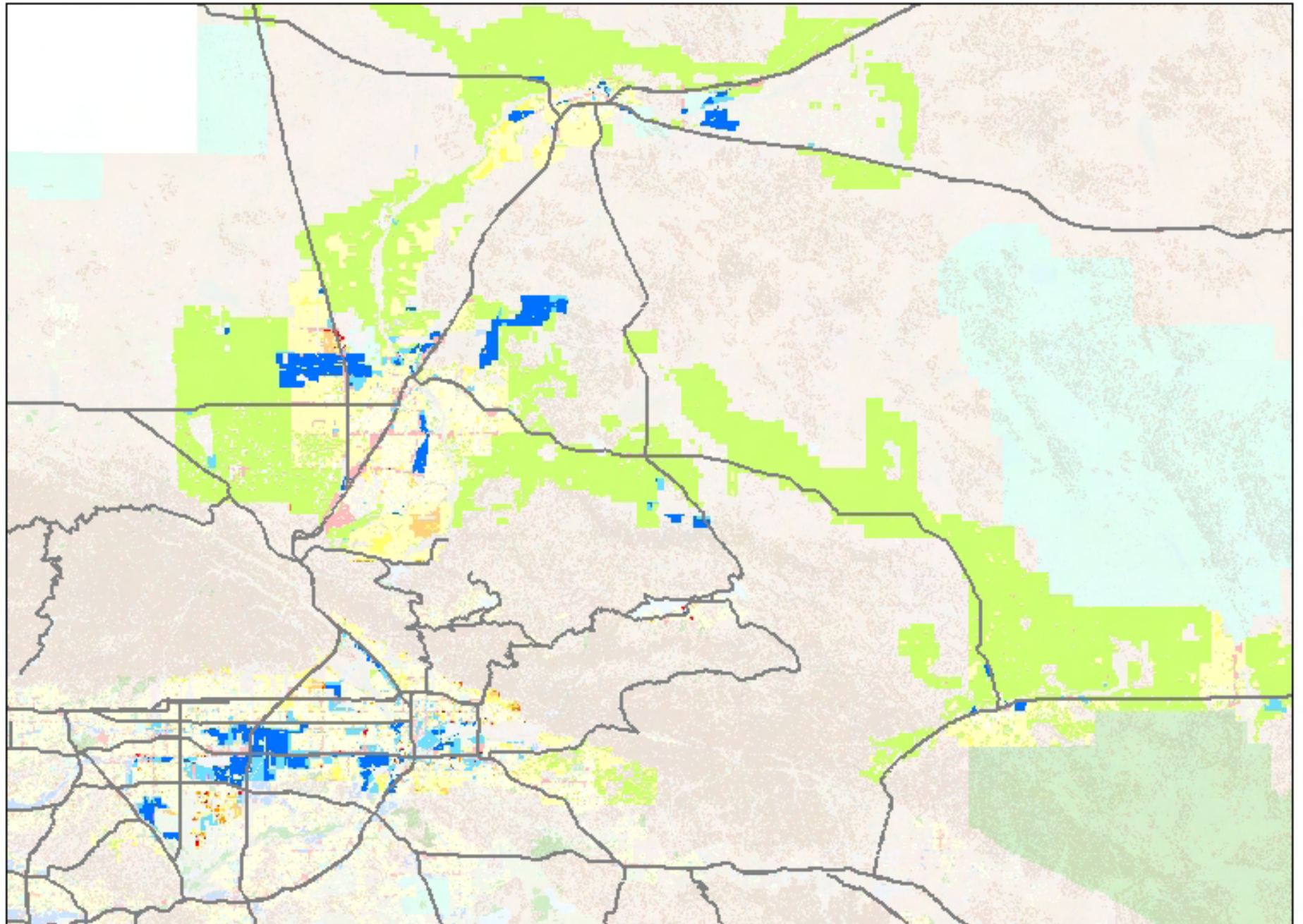
Baseline Scenario



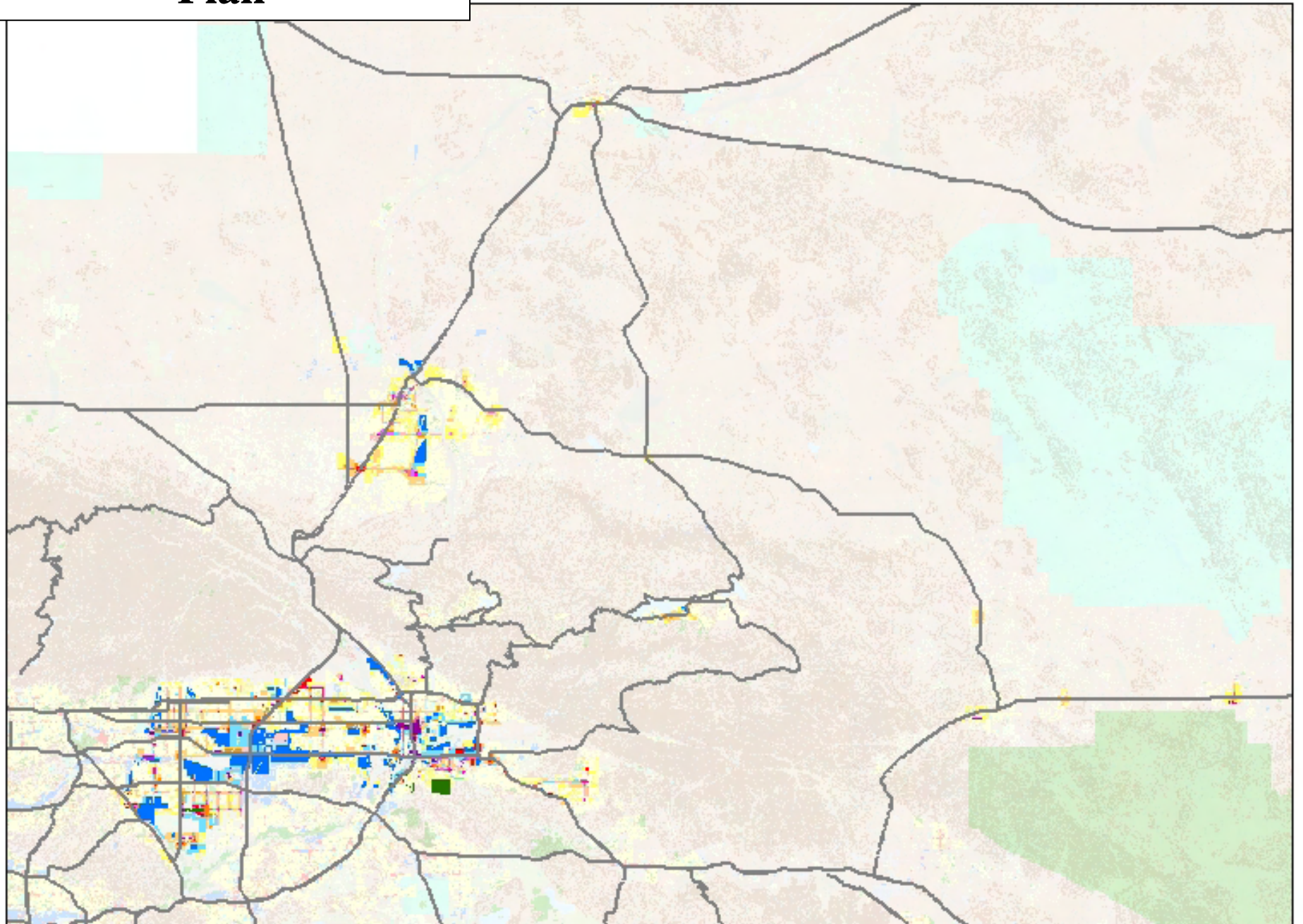
Plan



Baseline Scenario



Plan



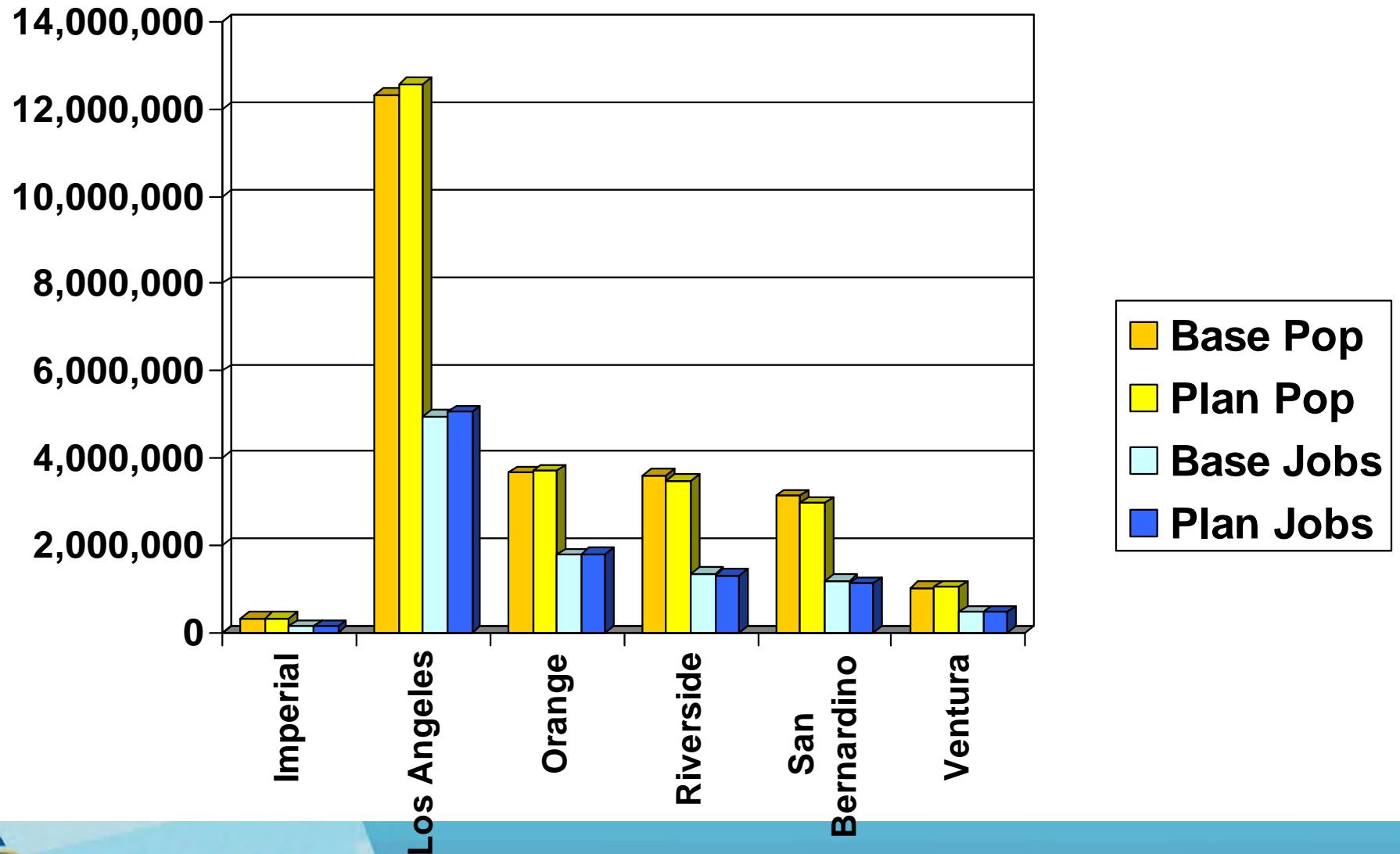
Baseline Scenario



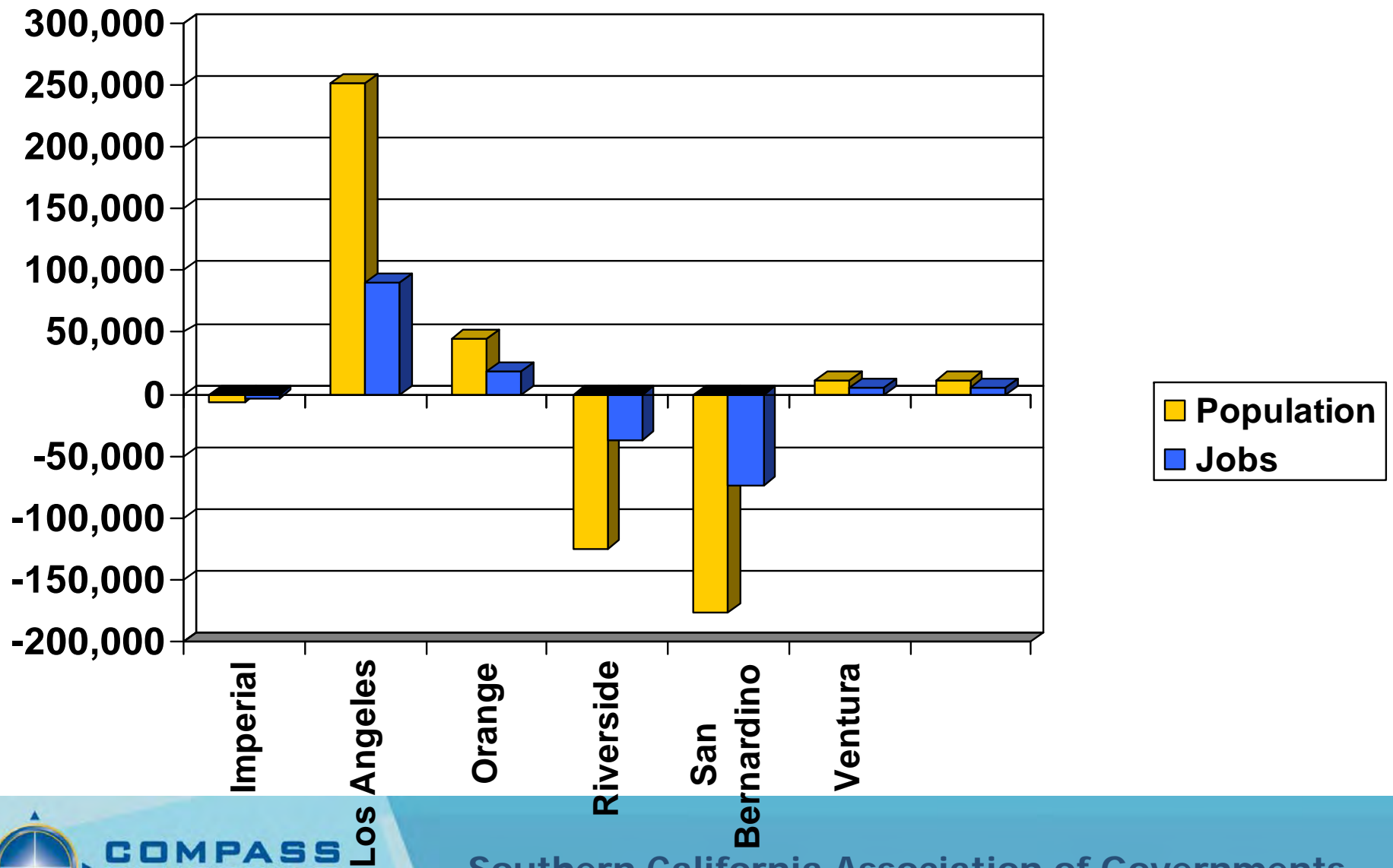
Plan



Forecast Distribution



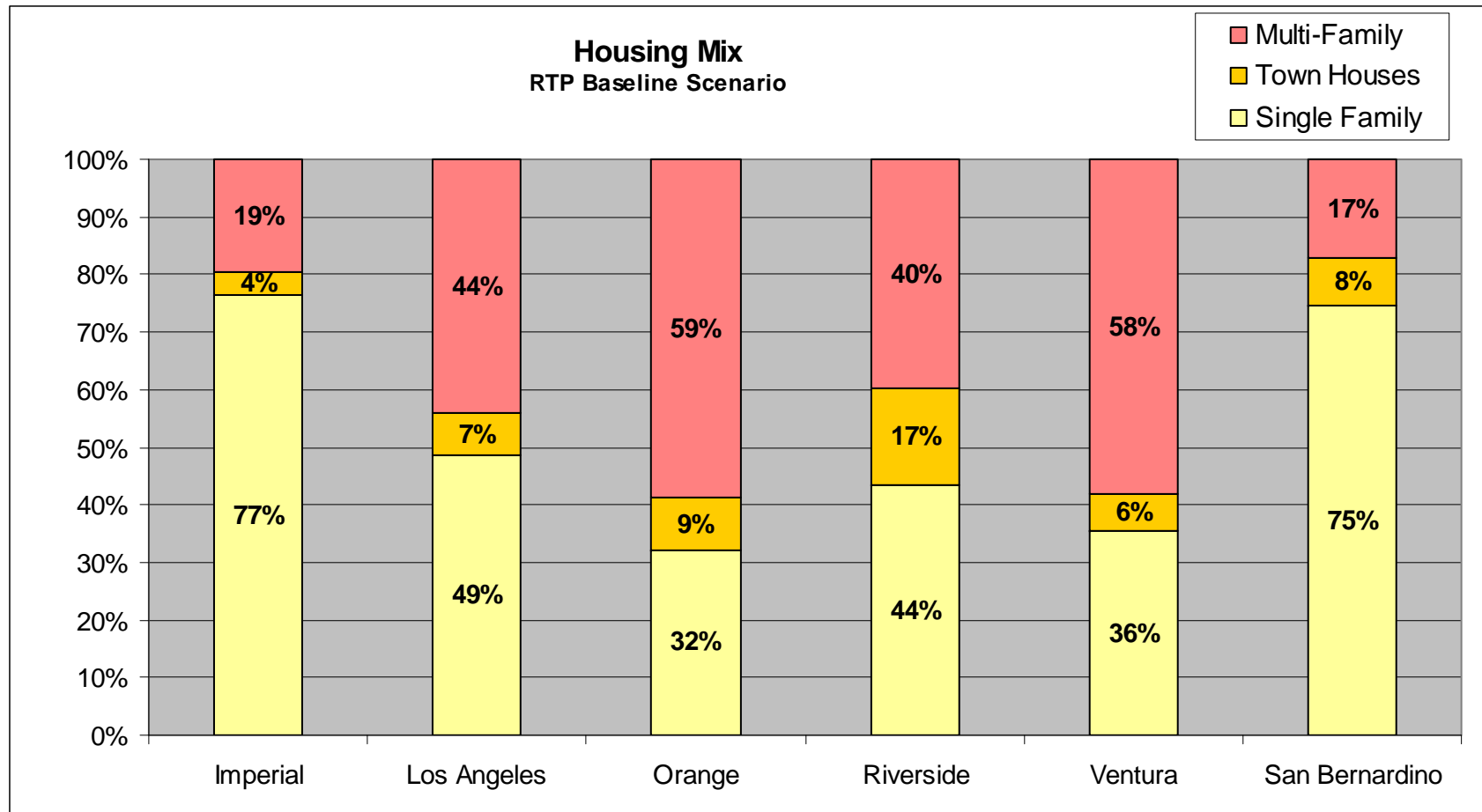
Forecast Distribution



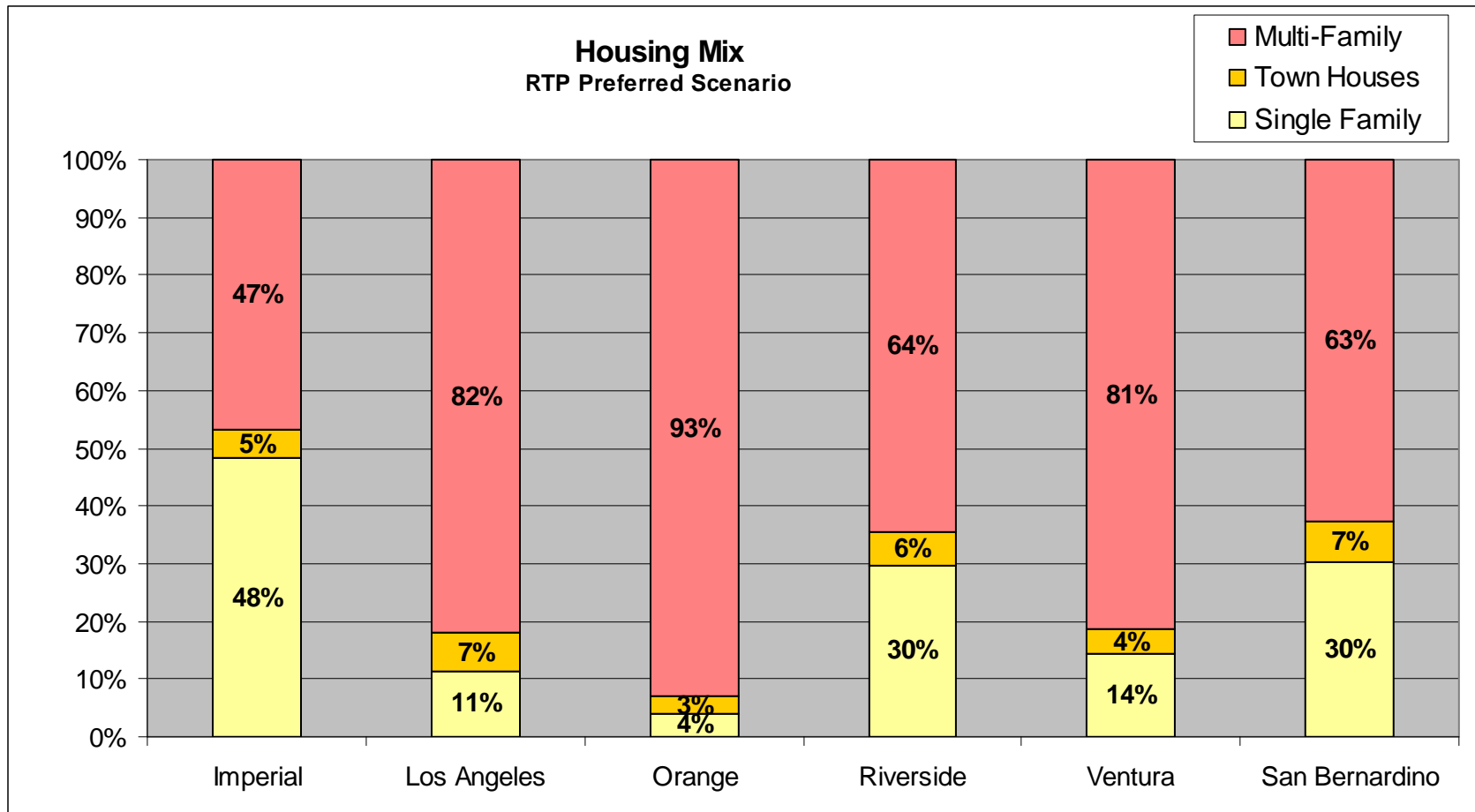
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Housing Mix – Baseline Scenario



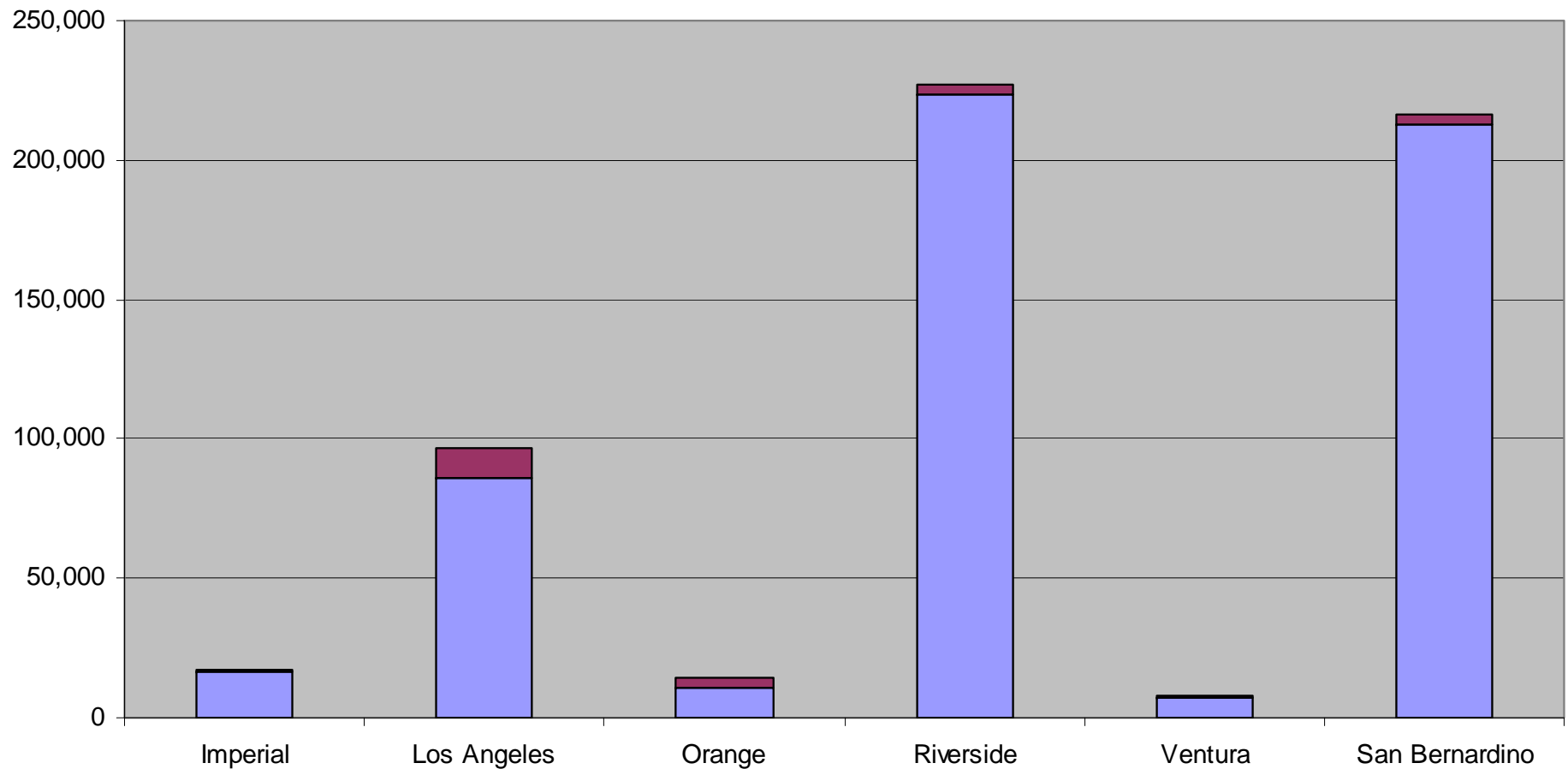
Housing Mix – Plan Alternative



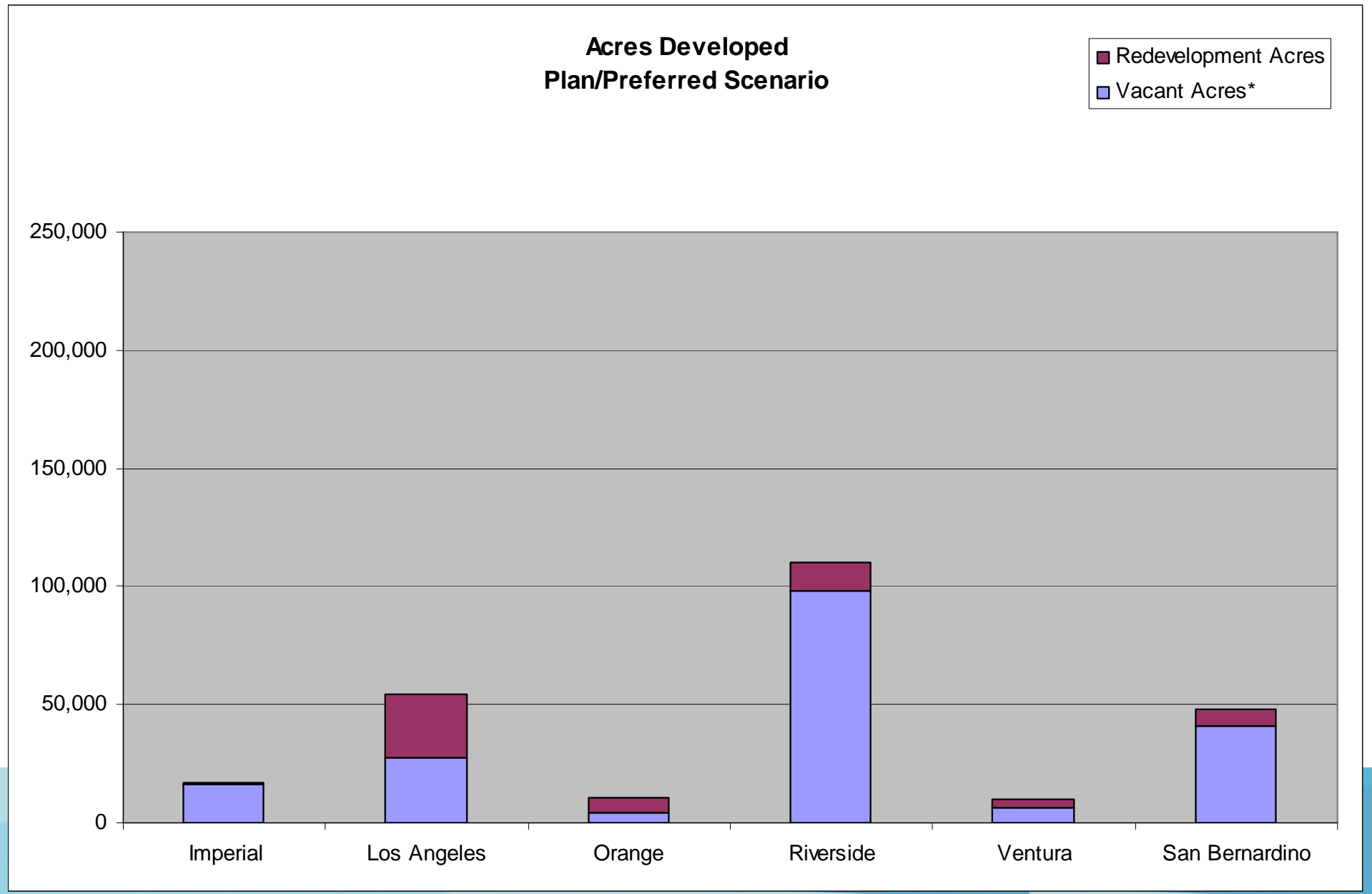
Land Consumption - Baseline

**Acres Developed
Baseline Scenario**

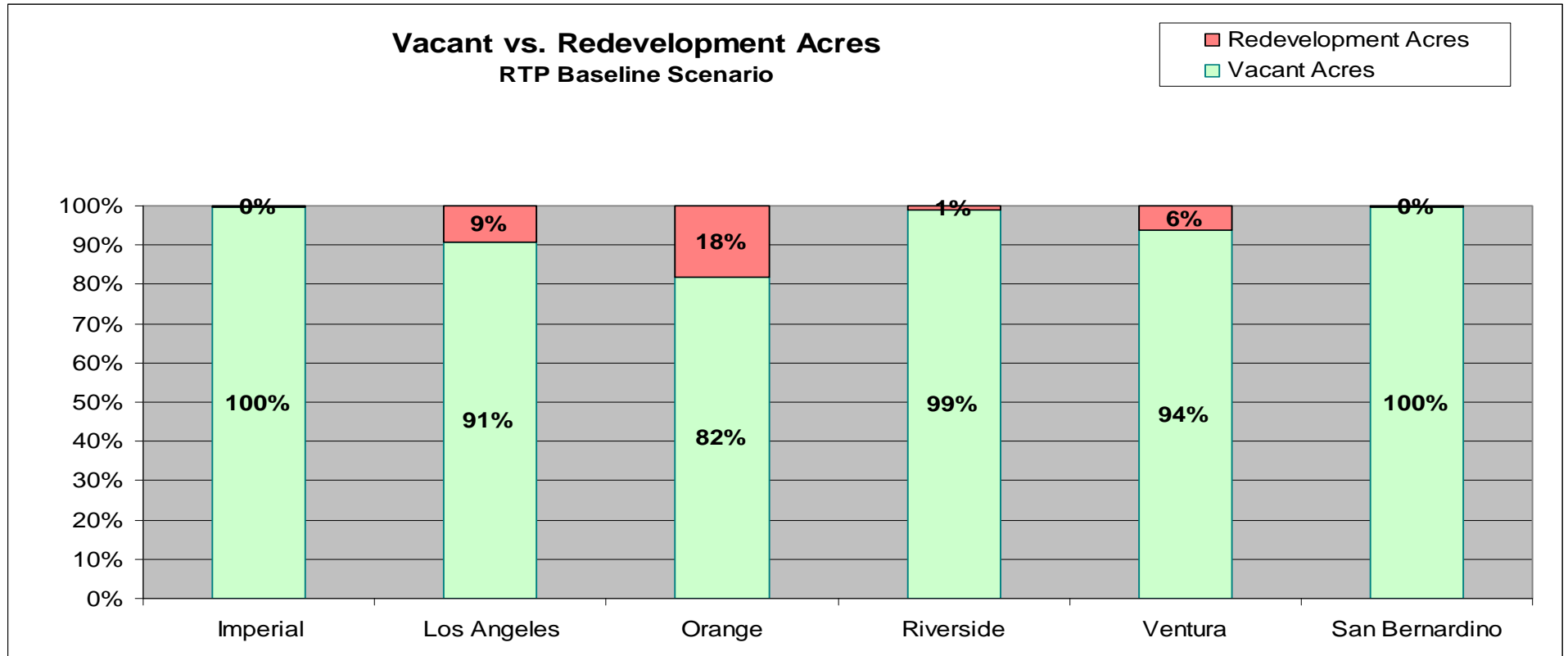
■ Redevelopment Acres
■ Vacant Acres*



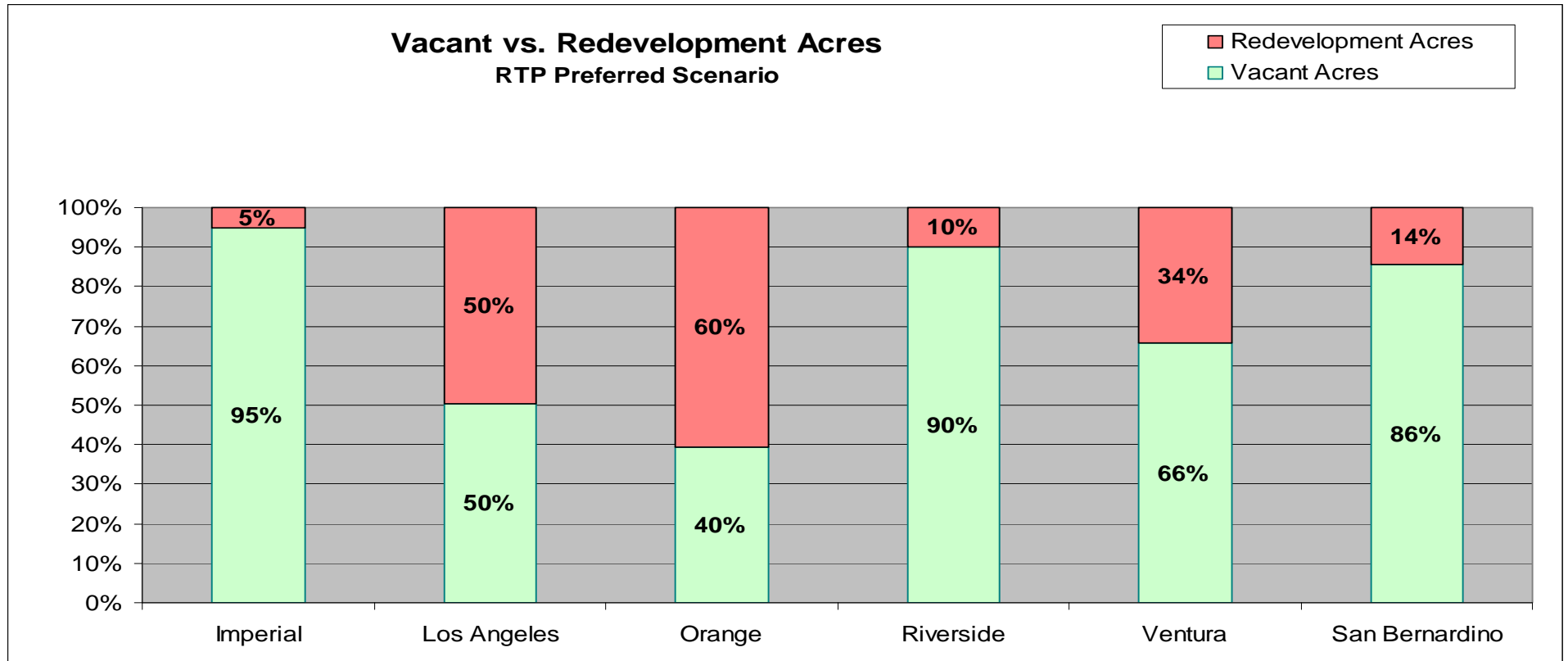
Land Consumption – Plan Alt.



Land Consumption - Baseline



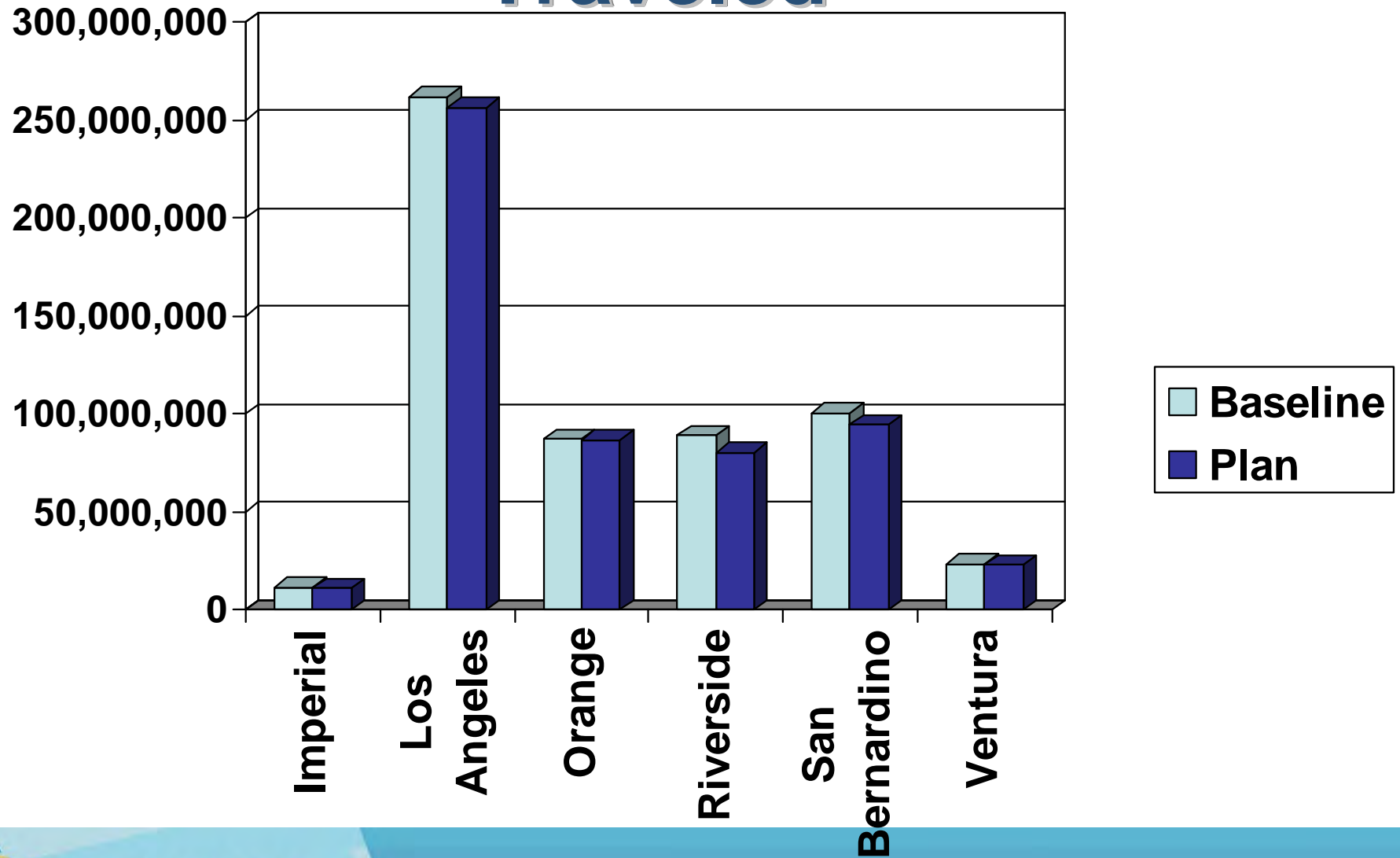
Land Consumption – Plan Alt.



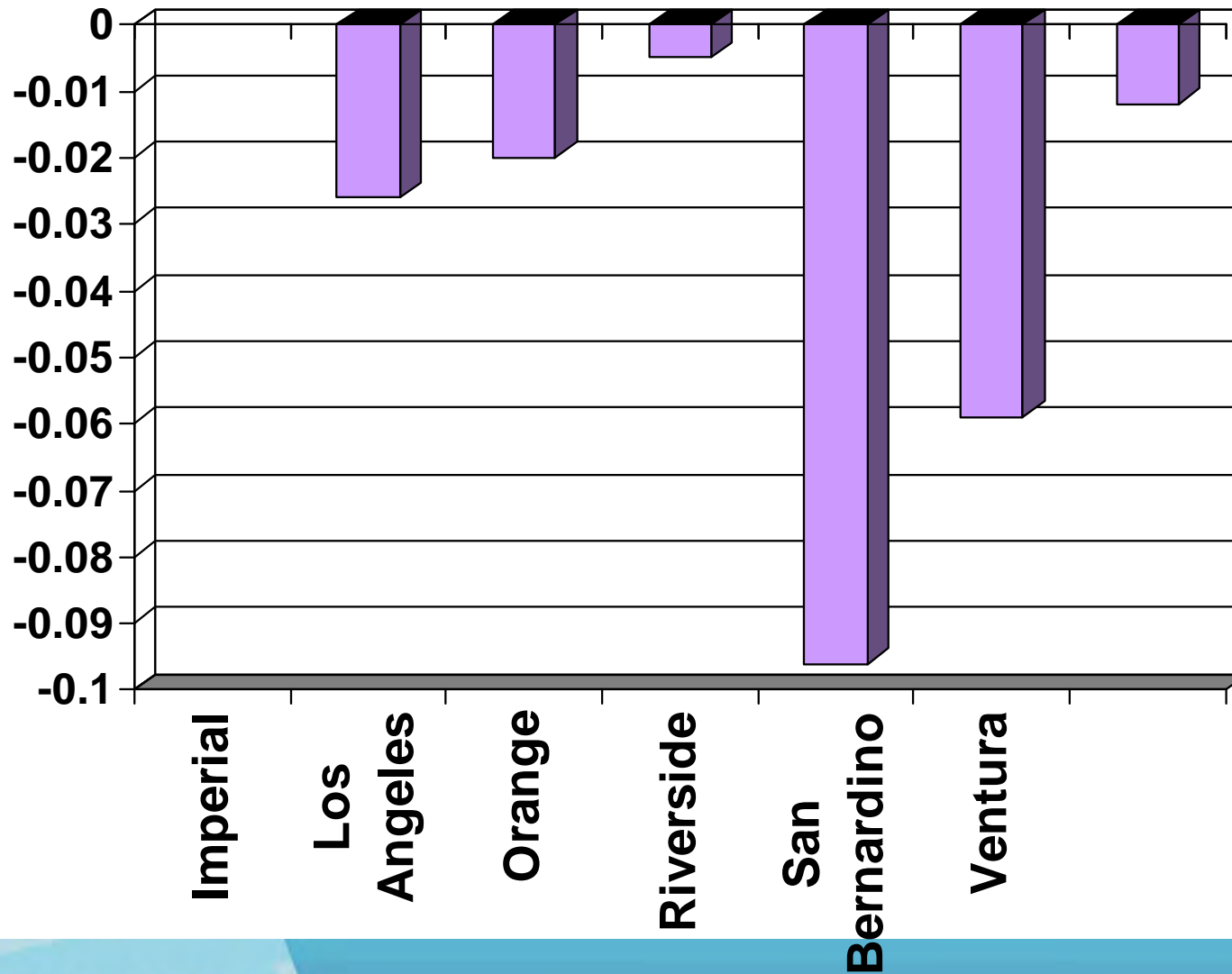
Modeled Results Summary

- VMT reduction: 20.8 million, or 3.6%
- VHT reduction: 882,417, or 4.4%
- Delay reduction: 436,916, or 6.1%
- Per capita VMT reduced in every county.
- Every county benefits (reductions in VMT, VHT, and delay) from Compass Blueprint land use strategy
- Transit boarding increased by 124,207
- Only negative impact is the speed on arterial

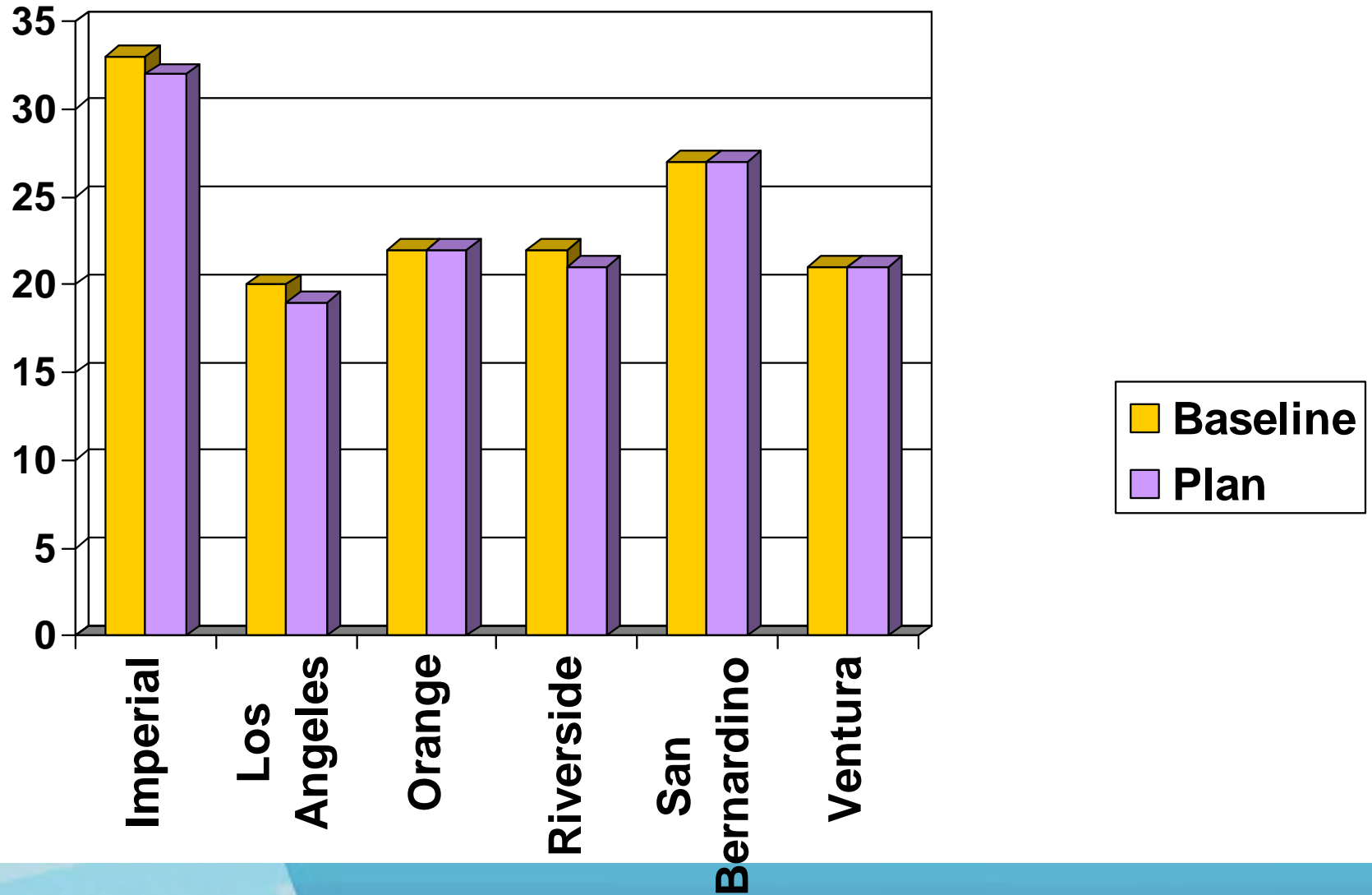
Vehicle Miles Traveled



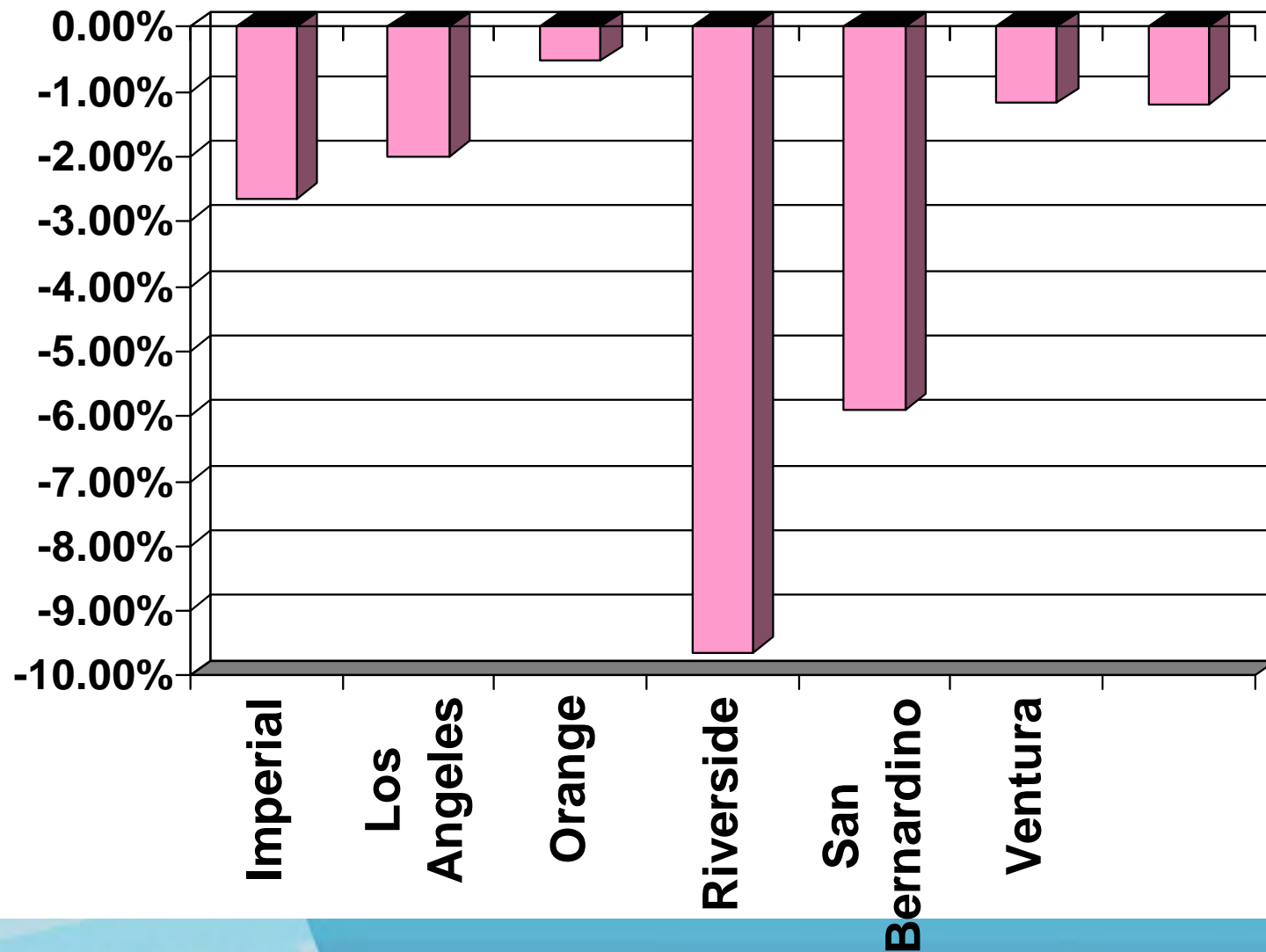
Change in VMT



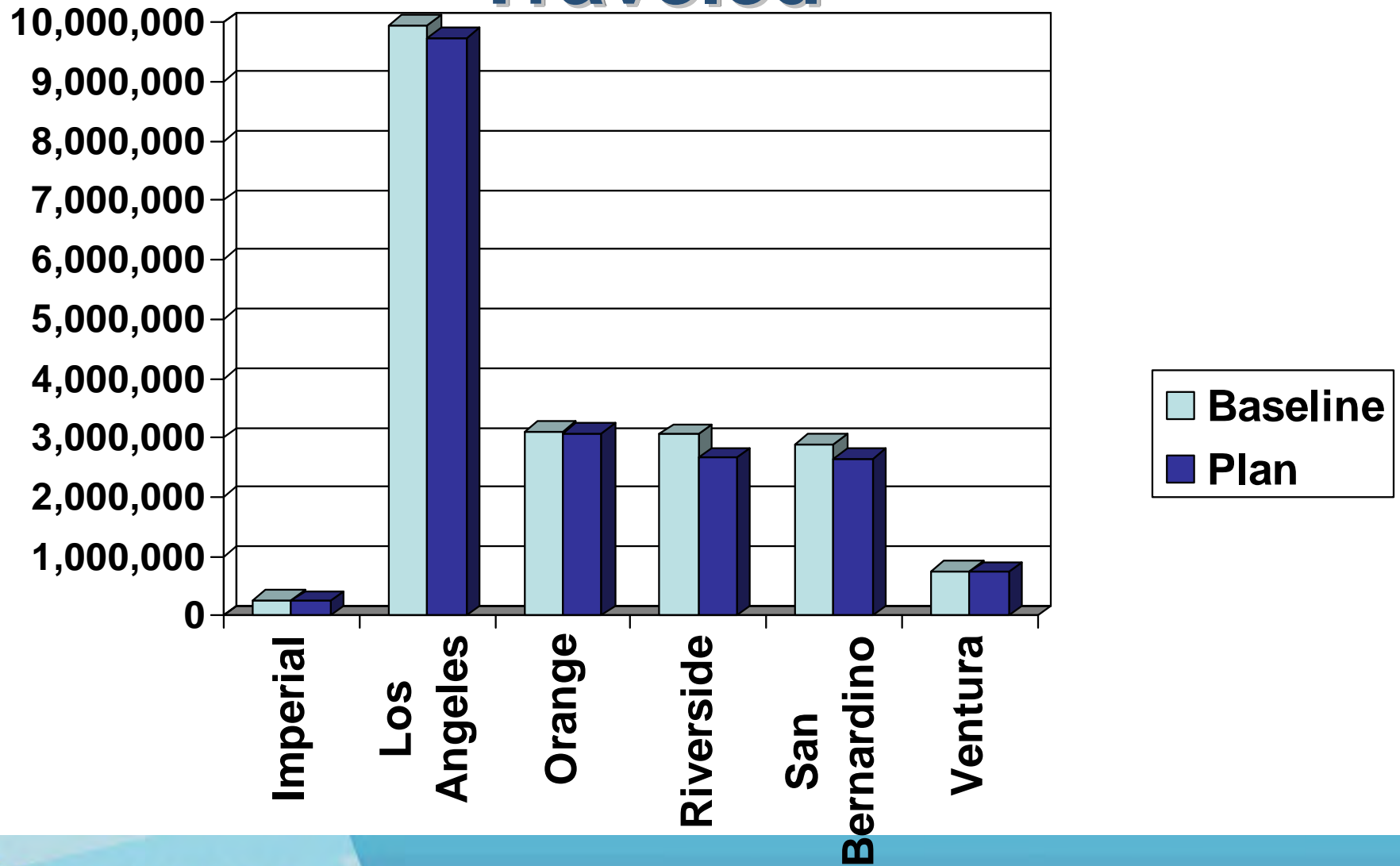
VMT Per Capita



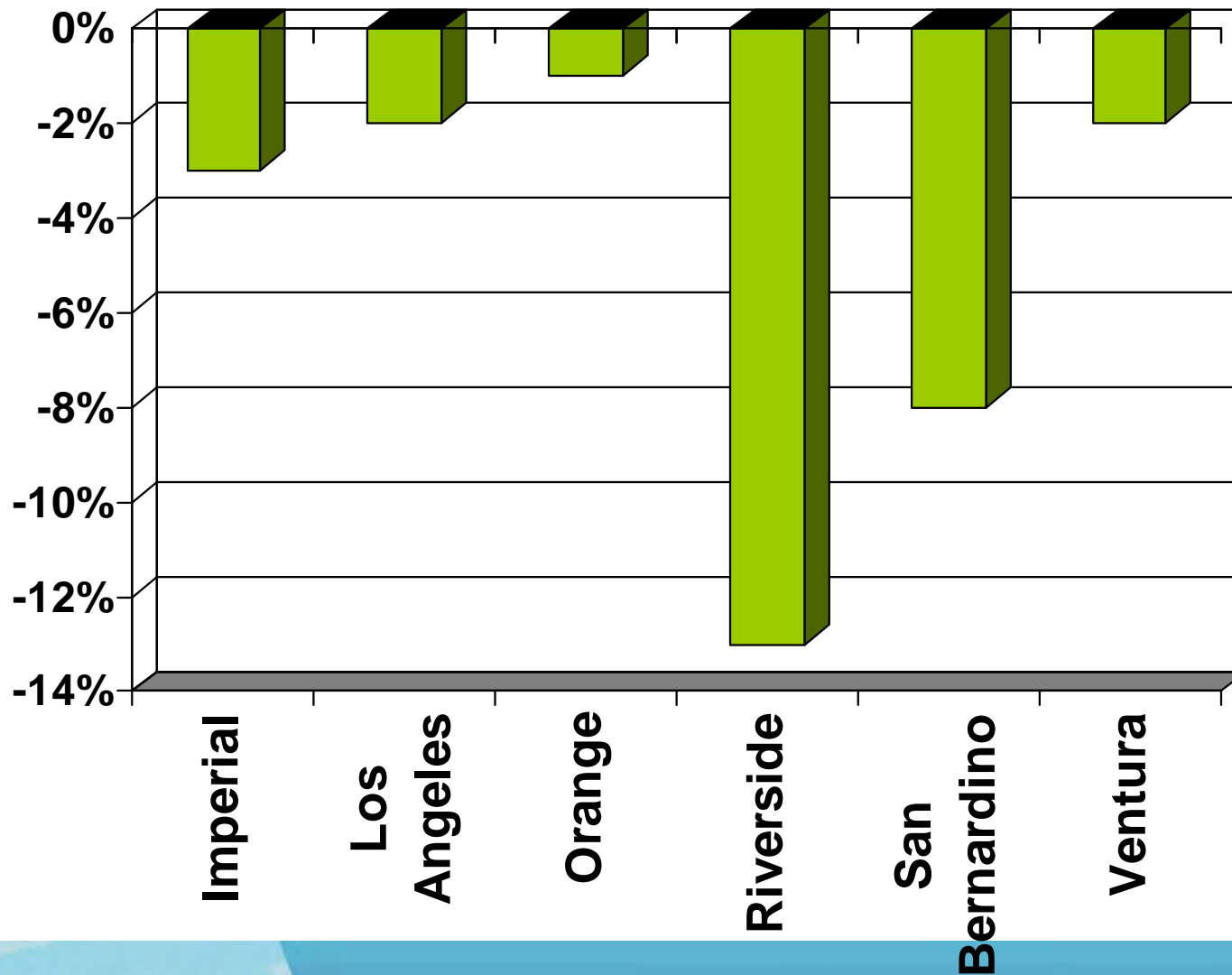
Change in VMT Per Capita



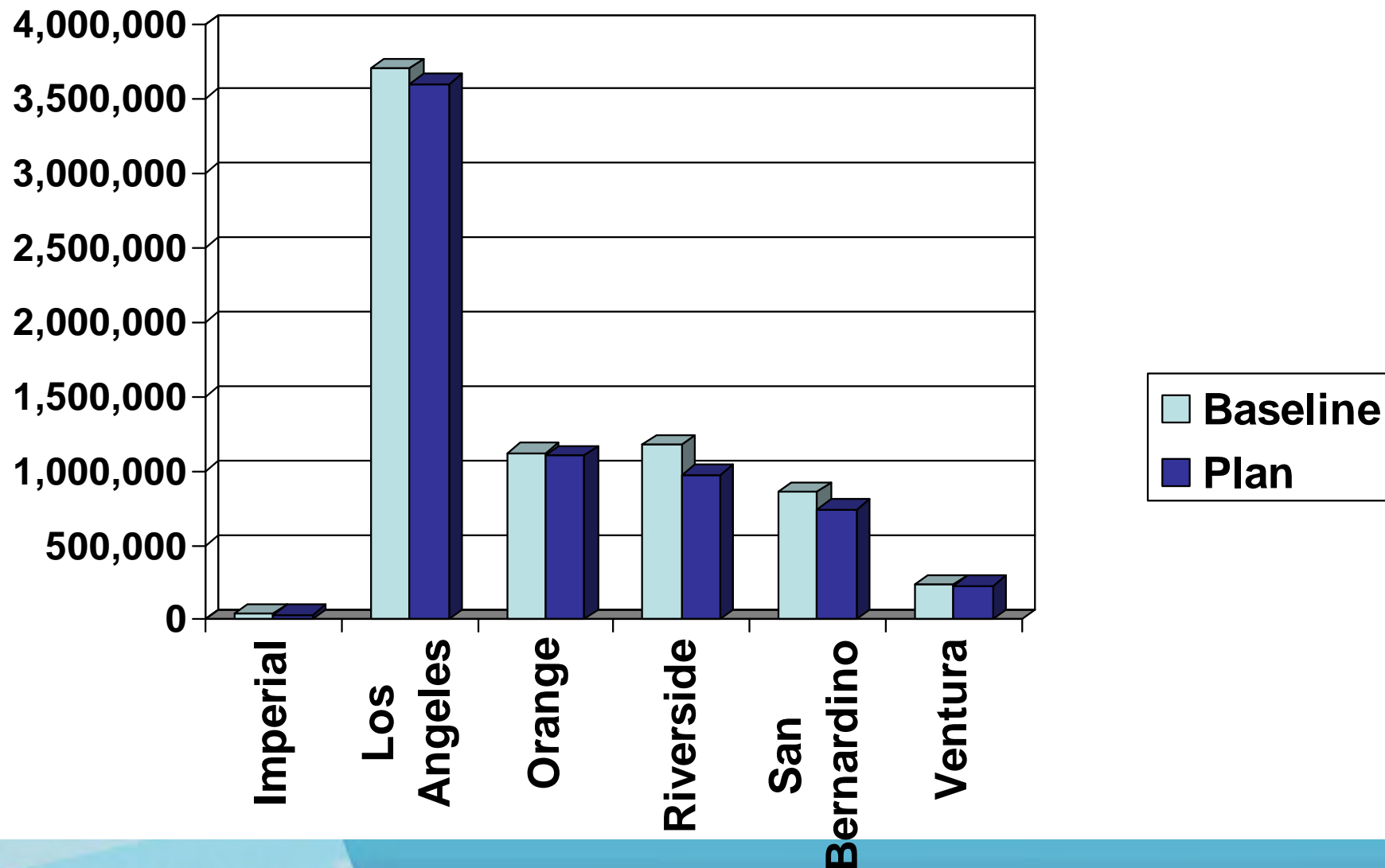
Vehicle Hours Traveled



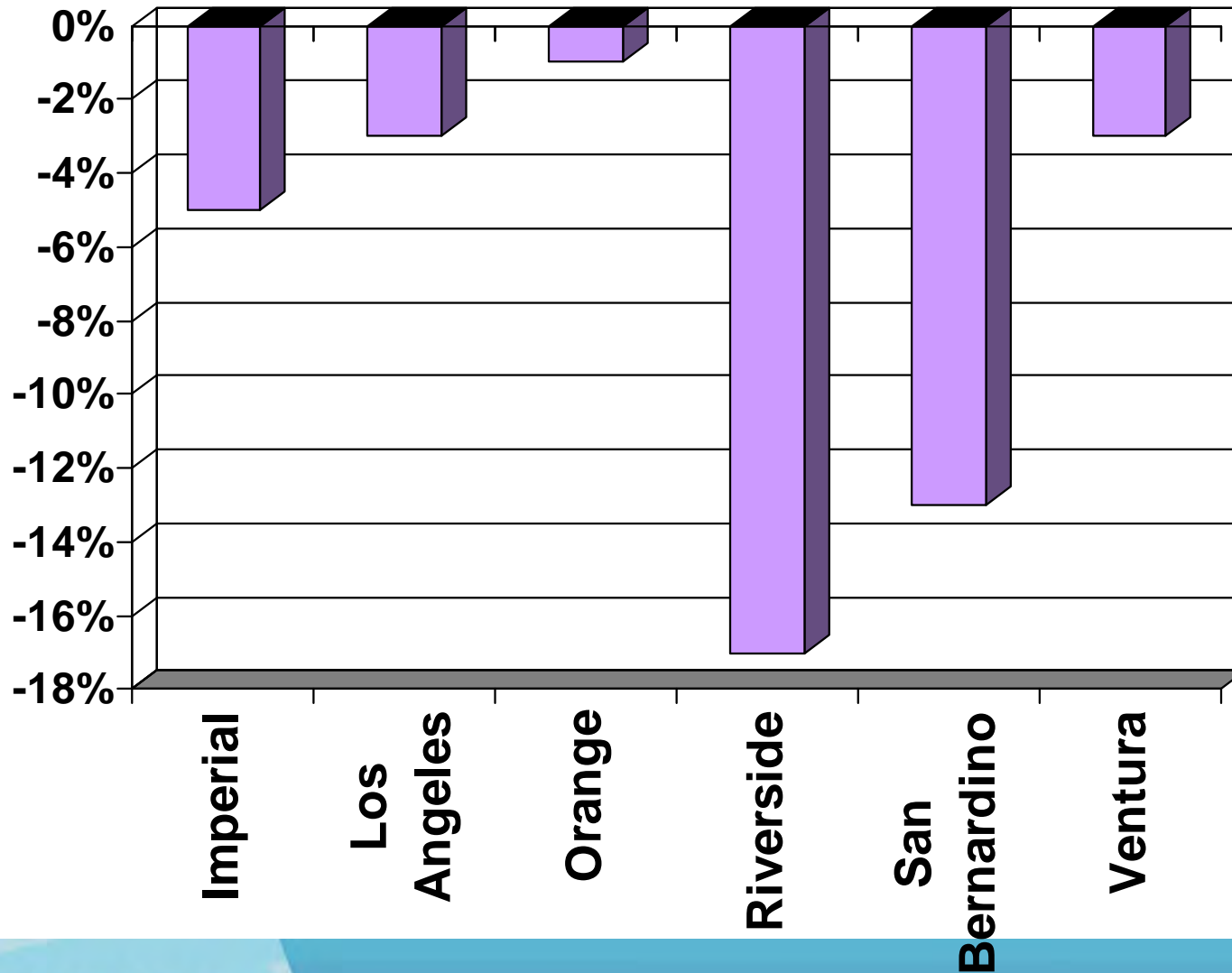
Change in Time Driving (VHT)



Total Hours of Delay

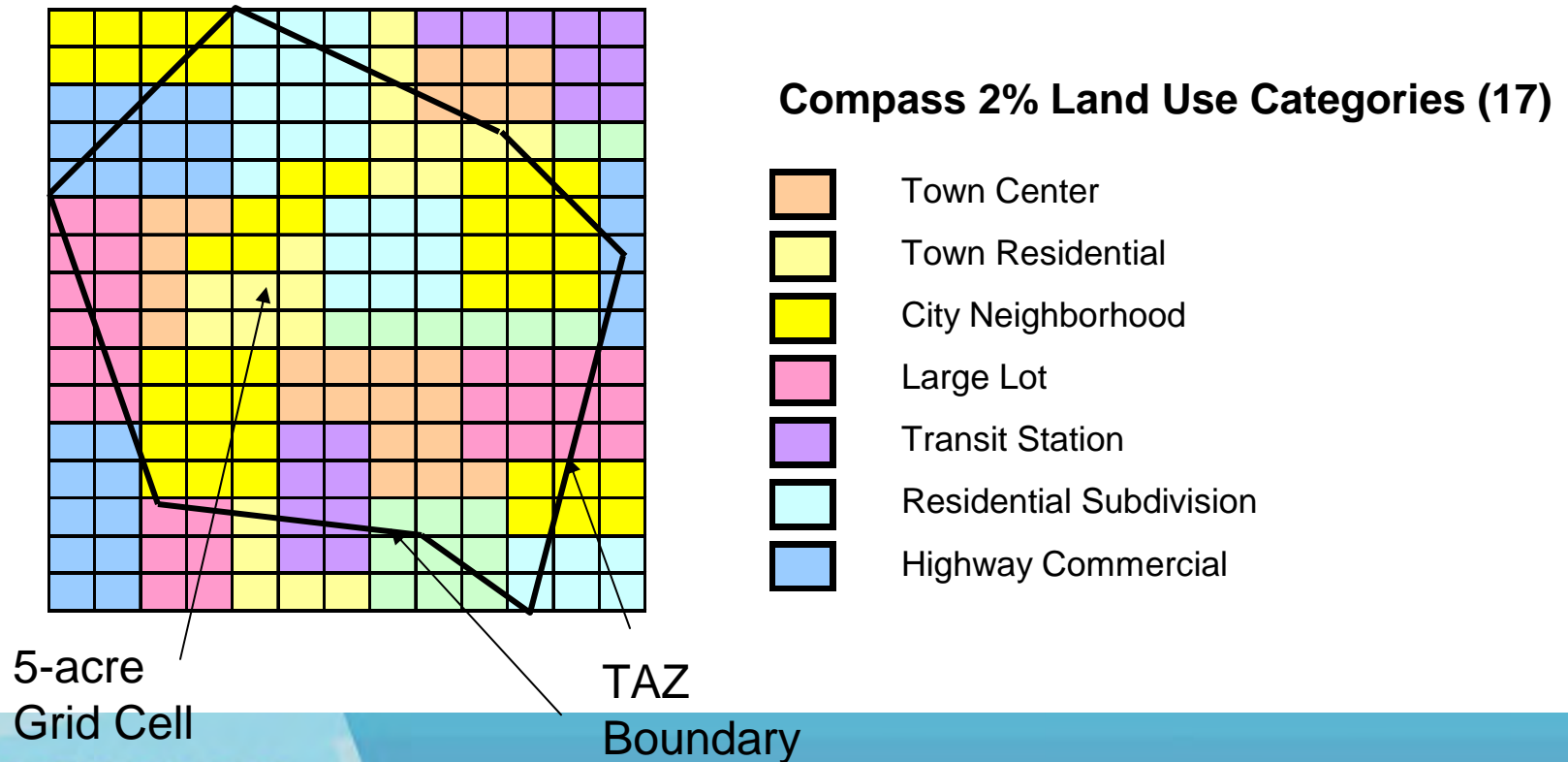


Change in Hours of Delay



4D's – Coming Soon

- Use 4-D modeling to capture additional benefits from transit usage, walking and intra-zonal travel



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